

## Department of Public Works – Operating & CIP

Honorable Bernard P. Carvalho, Jr.  
Honorable Mason K. Chock  
Honorable Felicia Cowden  
Honorable Luke A. Evslin (*Excused at 12:15 p.m.*)  
Honorable Bill DeCosta  
Honorable KipuKai Kuali'i  
Honorable Arryl Kaneshiro

The Committee reconvened on March 28, 2022 at 9:00 a.m., and proceeded as follows:

Committee Chair Kaneshiro: Good morning, I would like to call back to order the Committee of the Whole and the Fiscal Year (FY) 2022-2023 Departmental Budget Reviews. Let the record reflect that we do have a quorum.

On the schedule for today, March 28, 2022, we have the Department of Public Works Operating Budget, followed by the CIP, if time permits. We have allocated today and a portion of tomorrow for the Department of Public Works as this is a very large department and includes their CIP budget.

For today, we will be taking the Public Works Divisions in the following order and I believe you have a schedule in front of you with the order: Administration / Fiscal, Building, Engineering, Auto Maintenance, Highways & Roads, Wastewater, and Solid Waste.

As we will do each morning, we will take public testimony at the beginning on any of the departments / agencies we are reviewing for the day. There is no one in the public wishing to testify. Is there anyone registered wishing to testify?

There being no objections, the rules were suspended to take public testimony.

There being no one present to provide testimony, the meeting was called back to order, and proceeded as follows:

Committee Chair Kaneshiro: Seeing none, I would now like to call upon Troy Tanigawa, Acting County Engineer and Division Heads from the Department of Public Works to take us through the Department of Public Works' budget. Members, I ask that you please hold all questions until the end of the presentation. Troy, it is up to you however you want to do it. You can do it by division or if you wanted to just do your whole presentation and then come back to it. Division by division is probably easier on our end.

TROY K. TANIGAWA, Acting County Engineer (*via remote technology*): I just have a brief opening statement. I wanted to touch upon some highlights, but I might just end up reading from our synopsis. I will go ahead and start with that and then we can go through division by division as you suggested. Good morning, Council Chair and Councilmembers. The Department's budget proposal for this year reflects our anticipated operational needs for FY 2023. Given our funding allocations coming from our various revenue sources (i.e., General Fund, Highway Fund, Beautification Fund, Solid Waste Fund, and Sewer Fund) it reflects small increases mostly 4-6%. The exception to this was in the

General Excise (G.E.) Tax Fund that reflected a 7% decrease allocation to the Department's operations. We have basically a flat budget with some minor increases to account for some operational needs. In addition to our basic operational needs, this FY's proposed budget will continue addressing deferred maintenance items to ensure our systems function the way they were intended to, mainly our roadways and wastewater collection systems. Additionally, there are vehicle and equipment replacement purchases to ensure employees have the tools, equipment, and vehicles they need to do their work. For each division, there are some highlights that were presented in our synopsis. We have experienced some retirements that I would like to highlight. It presented some unique challenges. Fortunately, we have staff available that were able to absorb the workload that was left by those retiring. We also had one (1) recent employee transition to another department. These key positions left work that were able to be absorbed and be completed. Fortunately, most of the work was kind of towards the tail end of those particular projects and so they were completed and successful. We also have someone from our Roads Division that recently transferred and so we currently have staff absorbing those types of duties. We are working to get additional staff in so that they can take over. That is just an example of some of the challenges we were faced with and we were able to acclimate and continue operations. With that, Council Chair, we can go with opening up to questions for you and we are prepared to go division by division.

Committee Chair Kaneshiro: From there, we will go by division. Do we have any questions for the Administration's budget? It actually decreased this year.

Councilmember Cowden: Yes. Can I make a comment?

Committee Chair Kaneshiro: Is it related to the Administration's budget? Is it a question? Can you put it into a question? Are there any questions on the Administration's budget? If not, we can move on to the Fiscal Division's budget. The only changes in the Fiscal Division's budget were changes due to employee benefits. I am not sure if we are going to have any questions on the Fiscal Division's budget. If there are no questions, we can move to the Engineering Division. Sorry, I am going off the list. We will do Engineering first since it is in order. Are there any questions for Engineering? In the past, there were a lot of vacancies for engineering positions. I do not see as many vacancies. I think there is only one (1) vacancy right now. What have they done to improve the hiring on that? How is it affecting their productivity now that they probably have a lot more people? I noticed in the write-up it said that they were still having a hard time finding engineers. Could you expand on that?

Mr. Tanigawa: We have had a lot of projects come into play. That presents its own issues. As far as vacancies, we have been able to hire. We have had some good fortune with engineers finally accepting positions at the County. There were some challenges with salary ranges. In previous recruitment attempts, we were able to select some pretty good qualified candidates, but when the offer was made and they learned what the salary level was, really looking into the details as to living expenses on Kaua'i, that is pretty unique compared to the mainland environment that these candidates came from, they were not able to accept the offers primarily because we were not able to offer enough. We were able to get lucky in the past two (2) recruitment attempts. We actually hired someone that

was born and raised on Kaua'i and wanted to come back. The other one is an entry-level engineer from the mainland and was willing to accept the offer made. We have had some positive effect from the differential that was recently deemed available that actually increases the entry-level salary for new employees. That differential actually reduces as you get to a higher-level engineering position. I believe it really made a difference this time in being able to get one position filled. Now we have some new positions for new employees. The training begins now. Being the lower, entry-level position employee, a lot of time is needed to bring them up to speed on all of our systems and the way we do business at the County. That is helping, but there are still challenges because we have so many projects on tap. As these new employees gain experience, we will be able to benefit from them assuming a lot more of the workload.

Committee Chair Kaneshiro: Can you explain how the differentials work again?

Mr. Tanigawa: I do not have the particular numbers right off the top of my head, but the way it works is because of the hardship that we have been experiencing, we are able to offer a certain percentage increase above the minimum salary that an entry-level position would be able to take. As the employee gains more experience, they will be able to assume a higher-level position. The differential between the entry-level salary and what they were able to get coming in at the entry-level position decreases as the employee goes higher up on the ladder. For example, going from Engineer I to Engineer II to Engineer III. Also, for recruiting, that differential decreases as you recruit for higher-level engineering positions. It really was only a solution for getting entry-level engineers and to be able to get the higher-level engineers and attract them from the private sector. We are going to be able to compete with the private sector by either providing an equivalent salary or some other form of incentive to sweeten the pot from the County's side.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: My questions are also a bit on that hiring aspect. First, I want to express my gratitude to the remaining staff for managing after significant retirements. Thank you very much to all of them. When we have a position called a Principal Project Manager, why does it make it easier than hiring an engineer? Do they only have one (1) project? Can you explain that difference to me between Principal Project Manager and an engineer?

Mr. Tanigawa: Yes, to hire an engineer, the candidate has to have either a degree for that certain discipline of engineering, normally for the Engineering Division that would be a Civil Engineer, or an equivalent amount of experience to be able to meet the qualifications. When you compare that to a Principal Project Manager-type of position, you do not need to have an engineering degree. You can have other degrees that allow you to qualify to work in that particular area.

Councilmember Cowden: I see.

Mr. Tanigawa: It could be in Solid Waste...Engineering typically has all of the engineers. It could be in any other area of operations like Housing that has construction projects and can use that type of expertise to run their projects.

Councilmember Cowden: I noticed in the Building Division that the productivity actually seemed to go up and I know there have been a lot of challenges. I am looking at page 7 at how quickly they are able to process these permits.

Committee Chair Kaneshiro: Councilmember Cowden, we should hold that question until we get to the Building Division. It will be right after this.

Councilmember Cowden: I thought you skipped it.

Committee Chair Kaneshiro: I moved it so it would go in order of the binder.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: I wanted to understand a little bit about the Civil Engineer I position. From your explanation, even though we got lucky enough to hire a Civil Engineer I coming in with a limited amount of experience, this person is not ready to be implemented into the system because of their lack of experience. They are coming in at the entry-level. They come into a training program. Are you supported enough to get these people trained up to par to handle smaller tasks as an entry-level engineer?

Mr. Tanigawa: Yes. So, we have experienced engineers that are there to support and train these engineers. They also go through a County training program that familiarizes them with the County's system. The Purchasing Division provides procurement training. This engineer position has to do all the different tasks that would require the development of a project from cradle to when that project is completed. That involves everything from procurement to contract development, contract administration, et cetera, and then managing consultant contracts in addition to the construction contracts. All of that training is provided in-house in the Engineering Division and from supportive agencies like the Purchasing Division for procurement training. The employee also learns and picks up on legal understanding with interaction with the Office of the County Attorney. There is a whole breadth of knowledge that this new employee has to pick up in order to be effective.

Councilmember DeCosta: Thank you, Troy.

Committee Chair Kaneshiro: Are there any other questions for Engineering?  
Councilmember Kualii.

Councilmember Kuali'i: I do not know if I missed this, but at the bottom of the salaries there is a Statewide Transportation Improvement Program (STIP) program reimbursement of \$50,000. What is that and why is it listed here with all of the salaries?

Mr. Tanigawa: Sorry, Councilmember Kuali'i, could you repeat that question again?

Councilmember Kuali'i: For the Engineering Division at the bottom of all of the budgeted amounts for all of the salary positions, there is something called STIP instead of a position number and it says, "State Transportation Improvement Program Reimbursement—\$50,000," so I am just asking what that is and why is it listed here in the salaries.

Mr. Tanigawa: I would have to find out more about it. What it might be is related to the time that our employees spend on STIP-related programs. I will see if I can get more clarification for you in the meantime while we go through the questioning this morning.

Councilmember Kuali'i: Okay.

Committee Chair Kaneshiro: I believe that when engineers do work for highways, those moneys should be allocated properly. It is about putting the money in the correct spot. When engineers are doing highway work, their work should be paid from the Highway Fund. Those are just indicative of where the money should go. It is keeping the money in the correct bucket. When they are doing regular work for the County it is coming from the General Fund. When they are working on highway projects, their time should be in the Highway Fund. Are there any other questions for the Engineering Division? If not, we will move on to Building. Councilmember Cowden, you can ask your question about the permits.

Councilmember Cowden: Okay. I was just recognizing that it looks like the turnaround time on the permits really went up as in got better. It looks like we did more permits in this window of time. Is that because of remote work or due to our new system? How do you attribute that success and what do you anticipate for the next year? It seems like there has been a lot of approvals from Planning for more development. While we have lost key positions, you have done well, and where do you expect us to be going?

Mr. Tanigawa: The positions that we lost in the Building Division were related to the project management-side mostly. Those were the positions that we lost in FY 2022. Leolynne is online and I believe she would probably be able to address your question better as it relates to the permit review and enforcement.

Councilmember Cowden: Hi, Leo. Thank you for the good job that you have been doing. Are you anticipating this high productivity even after we reopened? We anticipate a lot of new applications when we see how much is getting approved through Planning as it relates to subdivisions. What do you anticipate for this year? Good job.

LEOLYNNE ESCALONA, Code Enforcement Officer (*via remote technology*): With the advent of COVID-19, we actually saw an increase in the number of building permits that were issued. In spite of the pandemic, the construction industry on Kaua'i was actually thriving. With the approvals of additional development on-island, we do expect to see an increase in building permit applications. Unfortunately, we lost a Building Permit Clerk earlier this year, so we are looking to post the position to hire one (1) or two (2) Building Permit Clerks. We are also looking at implementing a training program for our Building Plans Examiner, so that would increase our staff. We do anticipate an increase in building permits.

Councilmember Cowden: Are there many challenges in finding those positions? You have lost them and now you are trying to hire them. What do you anticipate? Do you have many applicants?

Ms. Escalona: We are actually posting for the Building Permit Clerk later this month. The last time we posted, we actually did not have any applicants.

Councilmember Cowden: Oh. That is significant. Thank you.

Ms. Escalona: We are hoping that we get qualified applicants this round.

Committee Chair Kaneshiro: Are there any other questions from the Members? Leo, I had a question. The write-up talks about this Hawai'i Insurance Bureau Building Code Effectiveness Grading Schedule. It said that we ranked 9 for 1- and 2-family residential properties and 9 for commercial and industrial. It is on scale of 1-10 from best to worst. Am I correct when I was reading it that a 9 is not good?

Ms. Escalona: Yes. In order to improve our rating, we need to be on the latest Building Code. That was one deficiency that the Insurance Commissioner pointed out. Also, we need to look at beefing up training for our Plans Examiners and Inspectors. They also recommended that we increase our staff. We do not have enough Plans Examiners. We have been able to keep up, but their recommendation is that you really need to have adequate staff to do effective reviews. That is why the Building Division is looking at increasing our staffing.

Committee Chair Kaneshiro: Maybe you could share the study with us and the recommendations. Councilmember Evslin.

Councilmember Evslin: Leolynne, just to follow up on Council Chair Kaneshiro's questions regarding that study, when it says that the current staffing of two (2) Plans Examiners is insufficient, is that just based on some ratios of plan reviews to staff, or are they actually looking at your output and saying that possibly some things that are not up to Code is getting passed? Is it just a basic calculation that they come out with or are there some negative outcomes that are occurring due to the low number of plan reviewers?

Ms. Escalona: I believe they are basing it on the number of Code reviews and maybe there is a ratio.

Councilmember Evslin: It is not as if they had findings of you passing plans that were not actually designed to Code or something like that?

Ms. Escalona: No, not to my knowledge.

Councilmember Evslin: Thank you. It sounds like on the other steps getting our Code current, I know you are working hard on that. Is there an effort to increase the number of Plans Examiners?

Ms. Escalona: Yes, we are actually looking at developing a training program within the Building Division using existing staff and helping them increase their knowledge to hopefully get certification from the International Code Council to become Plans Examiners.

Councilmember Evslin: It says that this was the Hawai'i Insurance Bureau completing this. Regarding that scale, there is not a whole lot of information about what that analysis is about. When it says that we are a 9 out of 10, with 9 being extremely not good, that is really for insurance purposes, right? It is not necessarily saying that you are slow at plan reviews or holding up construction in some capacity. It is saying that you are insufficient in these categories which would make us possibly more likely to have faulty designs going through. What is that 9 out of 10 saying?

Ms. Escalona: I believe it is for the insurance industry and whenever they rate a particular jurisdiction. I am not really familiar as this relatively new for me. From what I understand, the County of Kaua'i was last rated twenty-five (25) years ago and at that time the rating was an 8 out of 10.

Councilmember Evslin: Does it impact people's insurance rates at all? Do you know?

Ms. Escalona: I cannot answer for the Insurance Bureau, but I think if an insurance company were to look at that, that might determine whether or not our insurance rates would increase.

Councilmember Evslin: Is it going to be another twenty-five (25) years until there is another one or is this something that will start happening more regularly?

Ms. Escalona: We are actually waiting for a response from the Insurance Commissioner on a meeting on how we can improve our score. Unfortunately, because of other commitments, we have not been able to schedule a meeting yet. Of course, we are looking at improving ourselves. These are some of the items that they listed that we need to be working on.

Councilmember Evslin: Thank you, Leolynne. I appreciate it.

Committee Chair Kaneshiro: Councilmember Cowden, then Councilmember DeCosta.

Councilmember Cowden: I just have a follow-up on that. When I look around the island in what is being built, a single-family house can be one thousand (1,000) square feet or it can be seven thousand (7,000) square feet. How is it that when they are looking at these ratings or numbers...if you are doing a building review on an extraordinary building, are they just analyzed the same. Is a Habitat for Humanity house judged in the same way that they would judge an extraordinary mansion when they are giving you these ratings? Do you know?

Ms. Escalona: When we do the initial plans review, we have a checklist that a Plans Examiner goes through. Basically, they are looking for Code minimums with regards to safety, the structure, plumbing, and electrical. If it is a five hundred (500) square foot house or a ten thousand (10,000) square foot house, it is basically the same items that the examiner will be looking at. It is just that the scale will be different. The larger home will take longer to review. We are basically looking at the Code minimums.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: I see that there are three (3) positions that are all noted as being 9-month hires. We have a Supervising Building Inspector, Building Permit Clerk, and a Project Manager. Can you explain to me the 9-months? Is it 9-months of their salary that is listed on the budget? Or does that mean they are only with us for the first 9-months?

Ms. Escalona: I will defer to Troy to respond to that inquiry.

Mr. Tanigawa: Councilmember DeCosta, the 9-months next to that reflect partial funding of that position. At the turn of the fiscal year, we will have 3 months to recruit anticipating that we can fill the position come October.

Councilmember DeCosta: Okay, so that pay scale that I see is not a true reflection of what that employee will make. It looks pretty low for their title.

Mr. Tanigawa: Correct. It is just a partial funding of their salary.

Councilmember DeCosta: Thank you, Troy.

Committee Chair Kaneshiro: Councilmember Carvalho.



Councilmember Carvalho: With the retirement of the Chief of Buildings and the Construction Manager, the following projects are still on the table...Lydgate Bike Path, Pedestrian Path, Ahukini, and all of those projects?

Mr. Tanigawa: Correct.

Councilmember Carvalho: I just want to make sure that those projects are going to be completed or if you need any resources for that. I am reading all of that right now in terms of all of the various projects that are on the table. Are we moving along with that, or do you need any support there?

Mr. Tanigawa: We are moving along with those projects. We have a construction project that is ongoing now that is the Bike Path Phase D construction. We have right-of-way-type of access projects involving segments of the Bike Path project from I believe Kapa'a to Ahukini and then Ahukini through to Ninini Point. We have personnel who have absorbed those projects as part of their duties and those are continuing.

Councilmember Carvalho: Okay, thank you.

Committee Chair Kaneshiro: Councilmember Evslin.

Councilmember Evslin: I think you just said right-of-way for the Kapa'a to Ahukini portion of the bike path. Do you have a timeframe for actual construction of that portion of the bike path or completion of it?

Mr. Tanigawa: No, I do not. I believe at least at this point; the right-of-way process is kind of a long process. I do not believe we have had engineers develop any detail on the next phase of the project.

Councilmember Evslin: Is the expected funding for this project Federally funded through County-match of donated land? The County is not expecting to come out of pocket for that project, is it?

Mr. Tanigawa: Because of the amount of County land involved in the bike path segments, I would anticipate that the same funding scenario would be in-play for those segments, which was 100% funding because the County-match met or exceeded the minimum requirement.

Councilmember Evslin: Okay, thank you, Troy.

Committee Chair Kaneshiro: Are there any other questions for the Building Division? Councilmember Kualii.

Councilmember Kualii: You pretty much answered my questions in regards to the vacant positions. Leo talked about the Permit Clerk with Councilmember Cowden and how that would be posting later this month. The only one that I am curious

about is Position No. 1528, the Supervising Building Inspector. On the Vacancy Report it shows it as dollar-funded, but here in the budget it is 9-month funded and it has been vacant for quite a while. Years. What is the plan for that? If it is a hard to fill position, will you open the recruitment right away and allow yourself perhaps even more than the three (3) months that starts the new fiscal year?

Mr. Tanigawa: That is a really good point, Councilmember Kualii. We will consider that so that we have the maximum amount of time to make a good selection. We will work with the Department of Human Resource (HR) to make sure that we are within the parameters that we need to be.

Councilmember Kualii: Of those four (4) positions that are 9-month funded, when I looked at the range from the low to the high, three (3) of them end up being where you can calculate 9-months based on the lower salary amount. This particular position we are talking about, the Supervising Building Inspector position, the math does not necessarily come out using the lower amount. Are you having to go a little higher than the entry-level? Is that what you are choosing to do? Or was that maybe an error?

Mr. Tanigawa: Councilmember Kualii, I am not in tune with the calculation that you have. We will take a look at that with the Budget Team.

Councilmember Kualii: Just check the 9-month figure. I get \$43,866 on the low range if you are doing it in sync with all of the other three (3) 9-month positions. Thank you.

Committee Chair Kaneshiro: Councilmember Evslin.

Councilmember Evslin: For the Building Division Board of Appeals which has zero (0) members on it, how long has it had zero (0) members on it and does it create any issues? It almost seems like having the County Engineer make those decisions on a case-by-case basis seems better than having a Board of Appeals. It gives you more flexibility and possibly an ability to respond quicker. Do you folks really intend to fill that out and is it even necessary to have that Board filled out? Are there problems with not having that Board?

Mr. Tanigawa: So far, we have not encountered specific problems. We will talk to the Administration and see what the next steps are to take that on. In my opinion, there are advantages to having that Board of Appeals. I am not as in tune as I would like to be with that entire process. More discussions with the Administration are needed to see if we are going to be advancing any activity on that.

Councilmember Evslin: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions? If not, we can move on to Auto Maintenance. On page 199, we have General Fund Auto Maintenance. We will go through that first. There is not much to it. I had a question on the Motor Pool Software. That is a line item that has been in here for the past couple of years. Could you

elaborate on what that software is and if we got it or not? It is under Other Services for \$30,000.

Mr. Tanigawa: Sorry, Council Chair Kaneshiro...

Committee Chair Kaneshiro: I am on page 200 of the Master.

Mr. Tanigawa: Page 200. I seem to have different page numbers. I have page 210. I will follow-up with the Auto Shop and the Budget Team to get a response to you.

MICHAEL H. TRESLER, Fiscal Management Officer (*via remote technology*): I can answer that question for the Motor Pool Software. We continue to find a replacement for our previous software vendor that pulled out of Hawai'i, unfortunately. We continue to do things manually as far as the motor pool reservations and use and assignment of the vehicles. We were working with Enterprise and then the COVID-19 hit. Things got pretty challenging. We are picking that up and following up to see if we can continue our discussions and negotiations. At one time we were really close to contracting with them to obtain use of their reservation system, software, and hardware equipment.

Committee Chair Kaneshiro: Would that be for our motor pool vehicles that sit around, and certain people get to take them when they need to go out? It helps to organize that better than the manual method.

Mr. Tresler: Yes. The system we had was called Locomotion. It was really good. There was keyless entry. You did not need the key. You could just use your cardkey or your radio-frequency identification (RFID) chip to track where cars were. It managed an online reservation system, so it made it really simple and user-friendly for everyone. Like I said, our fleet is only so small. It contains thirty (30) or so vehicles in our motor pool. I do not have the exact number of vehicles right now. It grew a little. Finding a replacement for that has been challenging. We will go out and do a search and there may be other software that could be fit our needs that have been developed over the past couple of years. We have not been successful at implementing that program.

Committee Chair Kaneshiro: Okay, no problem. Are there any other questions regarding the General Fund Auto Maintenance? Councilmember Cowden.

Councilmember Cowden: Can someone just explain to me the difference between Auto Maintenance on page 199 and then a heavier one on page 276?

Mr. Tresler: Councilmember Cowden, I can explain that. In the 201 Fund, that is the real Auto Maintenance budget. The budget that we have here in the General Fund is the part of the work that the Auto Shop does on behalf of other funds in the County. An audit finding came up about this. If we do work for the Kaua'i Police Department (KPD), Parks, or other parts of the County, including Wastewater, we can charge that out...not Wastewater actually...General Fund departments, this is where the funding comes from.

Councilmember Cowden: Where do the other parts come from?

Mr. Tresler: Roads, they are part of the Roads Division. They do service all of their equipment.

Councilmember Cowden: Alright. Thank you.

Committee Chair Kaneshiro: The motor pool has Planning or Building Inspectors that need to go out—it is a General Fund operation, so those vehicles would be in the General Fund—it is keeping the expenses in the correct funds.

Councilmember Cowden: Okay. Thank you.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: I have a question on the repair & maintenance (R&M) equipment on page 200, the maintenance of generators by Auto Maintenance, \$50,000. How many are there and are they diesel gas? What do we do with that? Do we change the oil like a regular generator or vehicle, or is there more to it?

RUSSELL IZUMO, Automotive Equipment Superintendent (*via remote technology*):  
The definition for the generator is going to be diesel, some are propane, and it is the servicing, testing, and maintenance of all generators that the shop is responsible for.

Councilmember DeCosta: How many generators are there?

Mr. Izumo: Yes.

Councilmember DeCosta: How many total generators are you talking about that is included in the \$50,000?

Mr. Izumo: The main one is at Pi'ikoi and all the emergency standby generators, there are a few others that we have in the shop that we have to keep on a maintenance list. The Pi'ikoi generator has to be low tested, and that cost varies.

Councilmember DeCosta: Russell, can you get me an E-mail on what the average cost of a new generator is?

Mr. Izumo: Okay, what size do you want?

Councilmember DeCosta: What size are you getting? Are there various sizes in this category?

Mr. Izumo: Yes, it goes by Public Works, so you can get fifty (50), one hundred (100), two hundred (200), three hundred (300), there is as big as 500, I do not think we have anything bigger than that.

Councilmember DeCosta: I was just doing the cost analysis to see if we would be better off buying something new or continue to do the maintenance on the older generators, that is all. Thank you, Russell.

Committee Chair Kaneshiro: Are there any other questions on the General Fund money for Auto Maintenance shop? If not, we can move on to the Highway Fund which is on the Auto Maintenance tab. It is the master page 276. I have a question regarding vacancies. In the past few years there has been a lot of vacancies in this department, can you explain how that has been affecting productivity and what we are trying to do to fill some of these positions? I do not know if the need for these positions is not as high because there is not as much maintenance, but obviously without all those vacancies, if work is taking long to get done it would be an issue. If you can talk about the vacancies and how the productivity out of that shop is going with all those missing positions.

Mr. Tanigawa: Council Chair, I will start off by saying that the vacancies are there and that is not without having tried to fill them, it is just that based on recruitments that we have had has not yielded the candidates that they needed to fulfill the positions. Before we go on, see what we can get work with HR to find creative ways to have more incentives to get the mechanics we need on board. We have two (2) supervisor positions that are currently vacant—Mechanic Supervisors, as well as a Shop Supervisor that we are going to be putting out for recruitment soon. We are hoping to also benefit from the fact that now things are opening up now a little bit more with COVID-19 restrictions, maybe some good mechanics with really good skills might feel safer to now get back into the job market and try to compete for the position. We are going to be working with HR to fill those vacancies in the shop. We do have a definite need for them. The supply chain issues impacted productivity. The current workers there have done a great job assuming the existing workload, but we want to build a workforce so we can better adapt to changes in our operations. One good example is, we took over the landfill operation, that creates its own set of needs for mechanics, typically the heavy mechanics side more, it is unfortunate that a lot of work we have there is on warranty, so we have repair services available to meet our needs, but as these pieces of equipment fall out of warranty it then begins to affect the mechanics at the shop. They are going to want to be able to “ramp up” with the necessary mechanics to address those different pieces of equipment.

Committee Chair Kaneshiro: With all the vacancies, I feel bad for Russell. Have we looked at times when we have a big influx of vehicles to maybe contract some of the work out? It may cost us more in the short term, but it will help get vehicles and equipment out of the shop or have we not come to that point yet?

Mr. Izumo: I do not think we came to that point yet, some of the things in the shop is because of the part shortages due to COVID-19 backup. A lot of it is to do with the same part also, it is just a common problem nationwide and worldwide, like

a simple sensor cannot get it, then when they got it, they distributed to what is needed, and we get whatever we can get, but they do not purchase it unless it goes bad—that is part of the hold up, too—parts supply.

Committee Chair Kaneshiro: Okay, thank you, Russell. Councilmember Cowden, then Councilmember DeCosta.

Councilmember Cowden: This is a follow-up. When we have trouble hiring, do we have a good incentive program for training? If we hire people who are under trained, can we train them? Maybe that is something that...we send them off to mechanic school on this heavier equipment. It seems like there is a lot of specialized equipment, especially when I think about Solid Waste, there is a number of specialized equipment. I would hope that it could be an incentive as we bring some of our homegrown community that is like a college piece for them or something, can we train them? Is that an opportunity? Do we have the funding for that? Is that normal?

Mr. Izumo: I do not know if we have the funding to train them. Training is a possible area to look into. I put these folks on the training when I first started this position, but to get the additional training, I have folks coming in from the mainland, but it is all short-term, it is not going to be as extensive as it was. They are coming into train for refuse trucks—the training is delayed, also. I guess it will speed up now because the COVID-19 restrictions are lifted.

Councilmember Cowden: How much is our challenge in placing these people—the housing problem—people cannot afford the job, or is it that there is no interest, because it is such an essential role?

Mr. Izumo: With today's technology changing the candidates to look if they have a broader spectrum than in the past. They need more of the electronic trouble shooting side work, electric would have to give more points on the electronics and electrical. I am training them myself as much as I can help them with my knowledge of modern engines on the heavy side.

Councilmember Cowden: Thank you.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: I want to piggyback a little bit of what Councilmember Cowden said, I think that was a great suggestion. We have a County program intern with agriculture every summer that kids go to farms. I have participated in. Jerry Ornalles participated and quite a bit of farmers participated in this County program. It is an intern learning how to be a farmer. I thought it would be great if they could intern at our automotive shop to be a mechanic if they were at Kaua'i Community College (KCC) or high school automotive program, I thought that would be a good way to put our County funds. With the influx of the electrical vehicles that we are headed towards going green, my question for you folks, what are you doing to get our mechanics certified or possibly trained to look at

these electrical vehicles if there is a problem? Are we staying ahead of the game, or are we just going to cross that road when the electric cars break down?

Mr. Izumo: Right now, I am trying to come up with ideas and angles to get electric vehicle training and to locate training courses and other options to get them brought up by 2025—I am looking at that right now.

Councilmember DeCosta: Maybe I can meet with you personally or on Zoom, but when we went to the National Association of Counties (NACo), we learned there is quite a bit of training that you can do with the headset and Zoom that is 3D training and you can get certified through Zoom, we do not have to take a trip to the mainland. I will get together with you and provide you with a little bit of that information, Russell.

Mr. Izumo: Okay.

Council Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: I have another follow-up based on what Councilmember DeCosta said. When we are talking about the electronic components this is something that I have been bringing up for a handful of months. When we look at these beautiful new fire trucks that we have, they have so much electronic components in them, having it one time work as test engineer on these chips—they fail. I wonder if it would be wise for us when we order these trucks, to order a second motherboard for the truck, or whatever they call that electronic piece that really runs it, and to store it, because the amount of changes that can happen on a unique truck like that in five (5) years, there will not necessarily be those chips to replace—they update all the time, so if there is a replacement piece, we can just pull it out. It seems to me, if we spend \$15,000 or \$50,000 on an extra board that makes that truck work, because we talked to the fire analysis person in here, he shared that there are towns where he gave examples of when they pretty much have to toss the whole \$600,000 truck because they cannot replace that piece. So, that is a very specialized piece, it is very hard to get. What are your thoughts on that? I do not know if the refuse trucks have them, too. If we can stock the accurate electronic piece for these specialized trucks, if we can at least buy a handful, so the truck does not fail for that. What are your thoughts on that, Russell?

Mr. Izumo: How these trucks work is that there is a whole bunch of electronic modules that communicate with each other in one (1) main control center like a motherboard—you can call it a motherboard, but it is not actually a motherboard, it is like a central air conditioning unit.

Councilmember Cowden: Okay.

Mr. Izumo: What happens is like what you are saying is some of the modules go bad in time and we have to order them when we need them and you do not have them right offhand, everything structured like that, including the refuse trucks now, they have main motherboards that is running the whole refuse side of the truck, which is the

automated side of the truck. Now we are getting problems with rodents eating wires at the Kapa'a Baseyard, so that causes things to go down too. It depends on what modules, and it also depends on if you were to order all the trucks with the same module—that is the other challenge when it comes to stocking up parts for certain things. For engine things, you have to order the same engines to keep the same ones, because they vary on engine models.

Councilmember Cowden: I would like to encourage, I know that this budget is already set, but for the consideration for the next budget, just as we are buying more components that have that electrical piece, I know in several vehicles that I have owned, they go bad early, then I try hard to buy...I want to buy an old car, so I do not have that piece. Washing machines fail because of those pieces. I think we need to be proactively prepared for that, as we even see satellites disintegrating from electrical storms from the sun—sunspecks. I think it would be wise to have a backstock of the right technology, so when we have a six-year-old truck that has a problem, we can replace it. The more we are buying these electronic pieces, it makes me nervous with trucks with integrated electronics.

Mr. Izumo: Councilmember, that is why on the new rubbish trucks, I am checking out, I am trying to reduce the engine models and reduce it down to only two (2) models. It is going to be easier to repair.

Councilmember Cowden: Thank you. I appreciate that awareness and mindset.

Mr. Izumo: I started doing that already.

Council Chair Kaneshiro: Are there any further questions? Councilmember Kualii.

Councilmember Kualii: I had a couple of questions following-up on the Vacancy Report that Chair asked about earlier. Position No. 1344, Auto Mechanic II, assuming that is a hard to fill position, it has been open for over two (2) years. The Human Resources recruitment status says, no eligible, no request to recruit. This one is fully funded; it is not nine (9) months funded like a couple of others. Will you folks get the recruitment started right away, so the person could start July 1<sup>st</sup> or is that unlikely?

Mr. Izumo: The recruitment process has started. The position description (PD) just has to be re-written, because they have never recruited from external for that Auto Mechanic II, so the PD has to be written to match Auto Mechanic I, because it has supervisor for Auto Mechanic I. We are in the process of doing that now. They have crews in the process of final recruitment and Mechanic/Welder is supposed to have been out for recruitment already, I did not get back on the candidates yet. The Auto Mechanic II candidates are pulled out of the qualified candidates pulled out last-minute prior to the interview, so I think I will just be going to rewrite the PD to match Auto Mechanic I and we are going to put that out for recruitment shortly.



Councilmember Kualii: Thank you. The other position is Position No. 1334, Machinist. That one is 9-month funded. It has been vacant for quite a while, too, for several years. Last year it was dollar funded and this year it is 9-month funded, but the only thing showing in the HR recruitment status was that was dollar-funded last year. Has that recruitment started on that?

Mr. Izumo: The recruitment has a different classification for that position.

Councilmember Kualii: Okay. Thank you.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: This is a different direction question. Is it the right time to ask about the facility size? It seems like the main garage was built and set aside about three (3) or four (4) decades ago. How are you doing with space availability and are we able to use the Kapa'a baseyard, or have these other base yards expand? When I looked it seems like it was small for what you need.

Mr. Izumo: Yes, the shop is small for the amount of equipment that is maintained right now. We can look at other avenues if we can relocate or make modifications to the increase in space for the different types of heavy vehicles. We can talk to Troy about what we can do about this.

Councilmember Cowden: Okay. When I think about expanding into a base yard either in Hanapēpē or Kapa'a, I suppose if we cannot even hire enough mechanics for our existing one, it begs the question on why we would not be moving yet, if we cannot even staff one space well. Do we park our vehicles needing repair somewhere else, or are we crowding it in the same spot?

Mr. Izumo: We used to park them in the front, but we are trying to limit that right now because we do not own the space in front of the shop. Kawamura Farms owns that, so we try to bring in things as much as possible. Again, sometimes we run into other problems and the trucks are in here and is already down, that is why the space is crowded.

Councilmember Cowden: Okay. I want to acknowledge as we consider the CIP budget over the next few years it seems like that is an evident constraint on an essential department of our County, so I want to thank you, Auto Maintenance for what is done there, not only Russell, but all of your team and I appreciate how we can help.

Mr. Izumo: Thank you.

Committee Chair Kaneshiro: Russell, a new mezzanine was completed for the building, correct?

Mr. Izumo: Yes.

Committee Chair Kaneshiro: It helped a little, but obviously that site is small for what you are doing.

Mr. Izumo: Yes, it is completed, but to utilize it properly we are going to need another lifting...we are resorting to go into the sky track in the budget and add it in to use it as a dual function equipment to load the mezzanine safely.

Committee Chair Kaneshiro: Are there any further questions for Auto Maintenance? If not, we will move on to Highways & Roads. We will start with the General Fund on page 199. I am sorry, I mean page 197. This is the General Fund expenses. There were no significant changes on the General Fund side. Councilmember Cowden.

Councilmember Cowden: I see it goes from \$172,000 to \$70,000, are we doing a drop in that funding for our regular salaries? Have we removed positions?

Committee Chair Kaneshiro: From last year's budget to this year, it stayed at \$70,000.

Councilmember Cowden: Okay, so when it moved from 2021, we must have moved a position.

Committee Chair Kaneshiro: Or moved the expenses somewhere else.

Councilmember Cowden: Okay.

Committee Chair Kaneshiro: Troy, it says salaries for special projects, page 198.

Councilmember Cowden: What are those special projects?

Mr. Tanigawa: Okay, one second. For Roads, special projects, I would anticipate that would be projects like in-house bridge repair.

Councilmember Cowden: Okay. That is kind of a miscellaneous, you just see what comes up. It just gives you a little bit of funding if something presents itself.

Mr. Tanigawa: That is right.

Committee Chair Kaneshiro: Are there any other questions for General Fund Road Maintenance? If not, we will go to the Highway Fund, which is on page 256, on the Public Works Roads tab. Are there any questions for Roads Administration budget? I have a question, both of those positions are currently vacant—the salaries—is there a reorganization plan, or are you looking to hire those positions?

Mr. Tanigawa: For Roads, currently they are going to be filling a position to assume the management roles. Recently, one of the key positions there had transferred to another department. Beginning April 1<sup>st</sup>, we have someone coming in to assume management duties. Then, we held back from filling the position that was recently vacated until the paperwork is worked out and is finalized.

Committee Chair Kaneshiro: Are there any other questions for the Roads Administration budget? If not, we will move on to the Hanapēpē Baseyard. Councilmember Cowden.

Councilmember Cowden: I have a question that would probably apply to all the baseyards. When we repair roads, how much of it is our own team and how much of it is contracted higher to be redoing asphalt?

Mr. Tanigawa: In-house type maintenance—the classification of work that involves things like building potholes, because when you get to the larger scale type road maintenance like resurfacing, reconstructing the base—on a larger scale you need more specialized equipment that the private sector has. That equipment is very expensive and both to purchase and keep operational, so when we get to the larger scale projects for road reconstruction and resurfacing, that is the type of work that we contract out. Say a particular road has potholes, we do that all in-house. If a particular road has some base failure that involves a small area to get deeper, typically we do that in-house. The type of surface mixture that we use, we put on the final course before we reopen the road is cold mix, so for smaller areas that type of material works fine, but the larger areas need hot mix, that we are not specialized in application, we do not have the equipment to really do placement of hot mix—that is by comparison—that is the type of work one could do.

Councilmember Cowden: That is consistent with what I understood. Do we share the same contractors with the State like when the State highways fixes that? Is it the same contractors that would do the Puhi Road rebuild, or like what we just saw with Po'ipū Road? Would it be the same contractors that work with the State?

Mr. Tanigawa: Correct, it is the same list of contractors that when we put out this type of bid, that is the same pool that competes for both County and State projects.

Councilmember Cowden: When we have our GET funds that pay for our road repairs, where would I find that? Is that what is in the CIP budget, and we are paying that to the contractors, right? The GET funds for our road repairs would go to the contractor not just our Department of Public Works.

Mr. Tanigawa: Correct. The majority of GET funds are our operation that goes towards the islandwide road resurfacing contracts. There is a portion of that that goes to CIP.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: We will get to that one.

Councilmember Cowden: Okay, I was looking and trying to see where it goes.

Committee Chair Kaneshiro: We will get to the GET funds after we get to the Highway funds. You will get to see that large islandwide resurfacing number. Are there any other questions for the Hanapēpē Baseyard? If not, we will move on to the Kapa'a Baseyard.  
Councilmember Cowden.

Councilmember Cowden: I am asking a general question in each of these baseyards, is there anything that you feel is pertinent to us to be aware of? I drive by the Kapa'a Baseyard more than the Hanapēpē one, it seems to be functioning. Is there any need in any of these that you want to highlight to us that is important for us to be aware of even as we are looking in the future?

Mr. Tanigawa: Most baseyards are reliant on their various types of specialized types of equipment to do their work. That is something that we prioritize to make sure that we keep tabs on it and when replacements are due, we appreciate the Council's support in all those replacements that we budgeted for and we can go ahead and purchase the equipment as they need it. Also, personnel are critical to those departments' performance of maintenance duties from shoulder maintenance, the vegetation nowadays, ever since guinea grass became widespread across the island. That is definitely something that the combination of manpower and equipment is critical, so they are able to keep up with maintaining the shoulders. For the bigger road improvement projects, we started widening the shoulders so that we now have paved shoulders that has helped up a significant degree. We have seen the impact on Kōloa Road and Maluhia Road where guinea grass is very prominent that the urgency to get back during the morning and trimming, because now the paved shoulder pushes the vegetation further out of the travel lane, it has really helped and given us some flexibility so that we do not have to get back on the same roads faster—less frequency. We would want to look at more of that as the budget goes along, but just to get back to the question, equipment and manpower is critical for the baseyards, and their supplies. We appreciate the Council's support in making sure that we have that.

Councilmember Cowden: In your wording here, I appreciate the effort to keep the vegetation in check without herbicides, so understanding putting broader shoulders is one way of doing that. I am even trying to highlight that to the public because there is often a lot of criticism for the use of Roundup or things like that. I know sometimes it has to happen. It is better to have that little bit of environmental impact than accidents. How long have we been working to not use herbicides? It is better for our workers as well; we want to keep them healthy.

Mr. Tanigawa: Herbicide is safe, as long as it is used properly. A lot of people have become sensitive about herbicide and misuse with the press that Roundup has had. The divisions work really hard to reduce the use to just areas that we really need

to apply it. They have signage and protocols to follow, but I think the division has done a wonderful job making sure it is done properly and where it is appropriate.

Councilmember Cowden: Thank you.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: Two (2) small questions. There has to be some organic herbicide or environmentally-friendly herbicide that we can possibly use. I look at the guinea grass, despite the man hours, especially on the North Shore with the rain, it grows back way too quick. I wanted to see if you have any kind of new technology with organic spray that we can use. Also, Troy, we learned this at the NACo conference about the black polyurethane cloth that they put down as a wider shoulder with gravel. It might be a little more costly to do by guardrails and on the side of the roads, but once you put that polyurethane cloth down with gravel, you do not have to ever worry about weeds. Maybe that is something we can chitchat about. Did you have any knowledge about other Public Works Divisions across the nation that uses that cloth and gravel around road areas that allows them to have an initial cost that is high, but longevity it is much more feasible for your department to maintain?

Mr. Tanigawa: I will take the last question first. Those low maintenance type landscaping that you are referring to is definitely something that we would want to look hard at when we have projects. Having nice vegetation and plants are nice to have to help beautify areas, but it adds maintenance costs, so we are looking at different types of down scaping to trying to keep maintenance cost down, especially with STIP projects that we have improvements like roundabouts where you have a center feature that we have seen different types of treatments, comparing the one at Hardy Street where you have a lot of vegetation to the Kapa'a roundabout, and the Kūhiō Highway roundabout that the State put up. Then you have little or no vegetation, really low maintenance requirement. They look very different, but from the standpoint of maintenance, it has not added anything to the Highway Road crews duties when you have that type of minimal to no landscaping, which is a plus and even able to make it look easy with art or some type of groundscaping that is easy on the eyes. Does that answer your question, Councilmember DeCosta?

Councilmember DeCosta: Yes, you elaborated a little more than I needed to hear. I was just talking about black polyurethane cloth and gravel, but you made it seem like we are going to put in foliage—that is nice, Troy. Thank you for that insight. I just wanted to know about the organic spray. Is there something out there that we can use to help cut down on man hours? I know we want to go environmentally friendly, but I look at all the hours put into cutting the guinea grass that is a lot of tax dollars. I am trying to find another way of doing it.

Mr. Tanigawa: Herbicide is...we really have not found anything organic that people who are sensitive to generally accept, but we will keep looking for solutions. If there is anything that will help reduce the frequency of having to go back to problem areas, especially the hard-to-get areas that your typical mowers or bushwhackers

have a difficult time to get to. We look for solutions, one good example of something we have been doing more with pavement in addition to the wider shoulders, we are starting to pave under guardrails that helps reduce the amount of vegetation that impacts that harder to maintain area. That will push the vegetation further out behind the guardrail, so that can then be maintained with the bushwhacker. It has an arm that reaches more out to harder to reach areas. We will keep looking for solutions, Councilmember DeCosta. Thank you for your suggestions.

Councilmember DeCosta:                      Thank you.

Committee Chair Kaneshiro:              Are there any other questions for the Kapa'a Baseyard? If not, we will move on to Hanalei Baseyard. Are there any questions regarding the Hanalei Baseyard? Councilmember Cowden.

Councilmember Cowden:                      It looks relatively flat. I see there is a \$42,000 difference between the Mayor's request and the Council...that was last year's piece, so \$42,000 increase, where is that primarily coming from?

Mr. Tanigawa:                                      When I look at the budget comparison from the current budget to the proposed, I see that is an increase in salaries.

Councilmember Cowden:                      Okay. There are such significant facilities underway there, they are doing a lot of work, so I appreciate it. I was kind of expecting a higher increase, because there is certainly a capacity increase in the facility improvement that is close to being finished, is it almost done there in Hanalei? The shade cloth is still up.

Mr. Tanigawa:                                      The construction project is moving along pretty well. We are far from completion yet, there are still several months more of work, but the temporary office facility is up so we have office space for our clerk, DRO, and the folks that do office work to have a place to be in and we have existing garages that equipment can stay in. They are able to do what they need to do for now, temporarily, but we are looking forward to completing all the work there. We know that baseyard is used by multiple agencies. We have the Department of Parks & Recreation in there, Ocean Safety, and recent addition request from the Department of Water for a satellite office. Now with this new construction, the Department of Water will have an office space there to have a presence especially during emergencies post-disaster type presence capability.

Councilmember Cowden:                      Thank you.

Committee Chair Kaneshiro:              Are there any other questions on the Hanalei Baseyard budget? If not, we will move on to Signs and Roads Maintenance. Are there any questions on Signs and Roads Maintenance? If not, we will move on to Highway Roads Maintenance page 273. Are there any questions? If not, we can move on to the Roads Administration General Excise Tax. Councilmember Evslin.

Councilmember Evslin: I have broad questions regarding the General Excise fund and islandwide resurfacing. Maybe they are better addressed in a follow-up, but any data that you have now—there was not much in the write-up in here, as far as the operation synopsis, in looking at what Building Division provided program measures/evaluation where they put a bunch of metrics that we can use to compare 2019, 2020, and 2021, for how Building Division is doing for plan review, et cetera. It would be great if we could get something similar for the Roads Division, as far as number of miles of road resurfaced, if possible. Maybe some type of cost factor of what we are spending per mile for road resurfacing. Also, what the amount of deferred maintenance still out there. I think there was something like \$300,000,000 when the General Excise surcharge went into effect and the major ramp up started to occur. How much is still left out there and also if we are on track to mostly get out of our big, deferred maintenance hole by the time the General Excise surcharge sunsets. Those would be my big questions and I know there is a lot there, so certainly, I do not think you folks have it now, but if you folks have any response to that on how we are doing as far as getting out of the deferred maintenance hole, how many miles you are able to do, how the ramp up is working out here? Obviously, our roads are looking really good. We used to get a ton of pothole complaints constantly E-mailed to us, at least at Council Services, we are getting less. I think we can all see the effect of the General Excise surcharge. We drive on the roads, and they are so much better. Any hard data you folks can provide will be appreciated.

Mr. Tanigawa: Thank you, Councilmember Evslin. I apologize for not having more of the metrics in the synopsis, but we do have the data that you are asking for, as far as miles of road paved—all of that information is available. I do not have it on hand that I can go over right now, but I can certainly provide that to the Council in quick order.

Councilmember Evslin: Thank you, that would be appreciated. One concrete question, why the decrease of \$2,000,000 from last year to this year? It looks like \$17,000 to \$15,000 for the islandwide resurfacing program.

Mr. Tanigawa: I would defer that question to someone from Finance.

KEN M. SHIMONISHI, Budget Administrator (*via remote technology*): I think in the Mayor's message and overview there was considerable funds put forward towards the CIP contribution from General Excise Tax fund, so while the resurfacing portion went down, I think \$1,350,000 the actual CIP side received a contribution of \$4,300,000, so there was the balancing being done there to put more towards the CIP road and bridge work this year.

Councilmember Evslin: For CIP funding from General Excise, is that generally...and I have not looked in detail through the CIP projects list, so forgive me, but is that generally new road construction, or is there a threshold for bridge repair that would go in the CIP list rather than the road resurfacing?

Mr. Shimonishi: Generally, the CIP would be something that is improving...you would think of new, but it is increasing capacity and not just a resurfacing of a road. Even though it is expensive, it is not considered a CIP project. It is a little difficult concept to grasp, but that would be the main focus of it. It would be a major improvement to it. On a road resurfacing, unless you are completely rebuilding that road, it is not considered a part of a CIP project, but simple a R&M and therefore in the Operating Budget.

Councilmember Evslin: One last question along those lines. Does the road resurfacing line item under the G.E. Tax Fund, does that not include any bridge repair? Is that consistently just road resurfacing. Before you answer, the reason I am wondering is that as a way to compare previous years, it seems like that would be hard to do if all of a sudden you get some bridge repair in there that is super expensive for two hundred (200) yards of road. I was wondering how stable it would be to compare year-to-year as far as how much roads are being resurfaced, if that makes sense?

Mr. Shimonishi: I would not say that it does not include any bridge repair. If there are minor repairs, things that come up, or fall within the scope of work, they will use those funds to do the work, right? I think the best metric is to get from the Department of Public Works, a listing of lane miles paved if that is what we want to set the measurement to. The CIP-side of the house will fluctuate according to funding available and the most pressing needs. Again, I do not want to speak for the Department of Public Works as to how the determination is made between the two (2), but generally that is how the funding works.

Councilmember Evslin: Thank you. That sounds good to me.

Committee Chair Kaneshiro: Councilmember DeCosta.

Councilmember DeCosta: This question is for Troy. Troy, what is the definition of multimodal improvements? I notice we have \$400,000 there. There was a total of \$400,000 including road safety and tree trimming. As I look at the original budget versus the adjusted budget, it appears to be twice as much. Are we going to be budgeting for that again? I notice the number is more conservative.

Mr. Tanigawa: Sorry, Councilmember DeCosta, which item were you looking at? I understand the question, but I am not seeing the appropriation.

Committee Chair Kaneshiro: What is the page number that you are on?

Councilmember DeCosta: Page 274.

Councilmember Carvalho: Other Services.

Councilmember DeCosta: It is under Road Maintenance.

Mr. Tanigawa: 208?



Councilmember DeCosta: Troy, what is the definition of multimodal improvements?

Mr. Tanigawa: Multimodal refers to the different modes of transportation. That would be your bicycles, pedestrians, and any vehicles.

Councilmember DeCosta: Is that where we pay for sidewalk or asphalt paving for the bike or pedestrian to use?

Mr. Tanigawa: It could be striping also.

Councilmember DeCosta: Okay.

Mr. Tanigawa: Those types of improvements.

Councilmember DeCosta: Thank you for that definition, Troy.

Committee Chair Kaneshiro: Are there any other questions regarding the G.E. Tax Fund for Roads? If not, let us move on to Wastewater. Councilmember DeCosta.

Councilmember DeCosta: Troy, did we happen to hire our second electrician? I notice that was a big line item for us last budget. I just wanted to know if we hired a second electrician.

Mr. Tanigawa: Let me see. Councilmember DeCosta, I believe what happened was from last year, we ended up having to convert a position...yes, I believe the electrician position was filled.

Councilmember DeCosta: I notice in our Wastewater Division budget, we still have a \$50,000 increase in overtime for Electrician Standby. Is that for our electrician? Is it one (1) electrician or is it for two (2) electricians?

Mr. Tanigawa: It is just because of the equipment. The equipment is aging and so part of our deferred maintenance program is to address these pieces of equipment so that they do not fail unexpectedly. The standby charges are there to ensure that we have an electrician on-duty and on standby who can respond quickly so we can avoid any problems that could relate to an electrical problem with any part of our collection or treatment systems. This could be at the pump stations or at the treatment plant. Once we get all of the equipment refurbished and replaced at the pump stations...that is still being worked on and until we have it worked on and the emergency equipment in-place, we are still in that transition mode where we get, and we can expect to get equipment failure outside of the normal working hours. Because of the amount of that type of anticipated need, we feel that standby is justified and is necessary. That is the anticipated cost of having employees on standby.

Councilmember DeCosta: I was just looking at that cost of \$50,000 in overtime, did you say it was spread across two (2) electricians, Troy?

Mr. Tanigawa: I believe it is two (2). Donn and Donald are also online, and they might be able to address your questions specifically.

DONN KAKUDA, Civil Engineer VI (*via remote technology*): Troy, do you want me to take this question?

Mr. Tanigawa: Yes, go ahead.

Mr. Kakuda: The reason why we added this in here is we never had two (2) electricians on staff. The only way we can do standby is if you have two (2). Since we have two (2) electricians onboard now, we had to add that amount on to address emergencies. Right now, when we have an emergency, we call them out, but they are not required to show up. It is at their own choice. If you put them on standby, they are required to show up when we have an emergency. Since we have two (2) electricians now, that is the point of adding this in, so we have coverage.

Councilmember DeCosta: What was our cost analysis when we did not have this second electrician on the overtime that we were paying that one (1) electrician versus now having two (2) full-time electricians plus a \$50,000 increase in overtime?

Mr. Kakuda: Before we just would scramble. We would call private people to come out or we would beg our one (1) electrician to come out. Sometimes they would answer and sometimes they would not.

Councilmember DeCosta: With this in place, we are going to be saving the County money moving forward?

Mr. Kakuda: I think so. I think the main thing is that we are protecting against spills. That is what this cost really covers.

Councilmember DeCosta: Okay.

DONALD FUJIMOTO, Acting Chief of Wastewater (*via remote technology*): The issue here is risk management. With the second electrician, we have a lot more coverage and assurance that if we do have an emergency, we do not have to go outsource and hire outside contractors to cover.

Councilmember DeCosta: I understand that, Donald. The question I asked was where the cost analysis of is doing it by a privatized contractor calling out last year versus this year having our two (2) electricians and an extra \$50,000 to standby on overtime. I just wanted to see the cost-benefit analysis.

Mr. Fujimoto: Okay. I do not know that we did one, but we can prepare one.

Committee Chair Kaneshiro: Council Vice Chair Chock.

Councilmember Chock: Troy, I think there is a common theme across our departments about lack of staffing. What I am concerned about is we have a good CIP budget on the horizon to accomplish a lot of our wastewater needs as well. I want to be sure that we can get the work done and the funding is expensed properly. I am curious as to how we intend to fill some of these staffing needs. Do you have any projects and/or foresight on how we are moving forward on that?

Mr. Tanigawa: To fill vacant positions, especially in the Wastewater Division, we recently hired a Project Manager. Due to the difficulties that we were facing in getting Engineers on staff, we made that job a Project Manager position. We have that capacity to procure and administer the contracts both consultant contracts, professional services-type to complete our planning and design all the way through to construction, construction management help, et cetera. I think we will be able to address or be better prepared to address the staffing needs to get the work done. Like I said, we rely heavily on professional services contracts to augment contracts and the workforce that we need to have proper documentation. Especially for State Revolving Fund (SRF)-type of projects, these consultants help and assist in both development to environmental-type of work and the documentation and inspection work on the tail end during construction has been one of the most effective things for us to make sure we get projects developed, shovel-ready, and completed in a timely manner. While we have been having staffing shortages and problems, the short answer is we are going to continue working with the Department of Human Resources to fill our vacancies as soon as possible, if not with engineers, with Project Managers. We will update contracts for services with consultants to augment our project workforce to make sure we get the tasks done that need to get done.

Councilmember Chock: Okay and we are also seeking out an executive administrator at the moment for Wastewater?

Mr. Tanigawa: Yes.

Councilmember Chock: I have one (1) more question. In the budget overview initially on the first day, there was a discussion about the fee study and something we had invested in a few years back and held back on because of COVID-19. It sounded like we are still holding on and wanting to reevaluate and have another study or need another study in order to move forward. I am wanting to get a clearer timeframe of when we might be looking at that increase. In addition to that increase, the idea that we would have exemptions or redefined exemption limits that are currently in existence to match that increase.

Mr. Tanigawa: I would like to defer that to the Administration and the Office of the Mayor to respond to that question.

Councilmember Chock:

I got Mike's answer already.

MICHAEL A. DAHILIG, Managing Director (*via remote technology*): I did get that question, Council Vice Chair Chock. In terms of a timeline, we are actively working on the study. There are a number of inputs that are going to be predicated...the actual fee proposals will largely be predicated upon what happens here during the budget session. Looking long-term, some of the budgetary inputs necessary to determine choices on potential fees will largely depend on the CIP program that will ultimately be set by the Council through budget. Once those design items are set in motion, it will essential set-up our construction schedule which at that time we will have options to look at in regard to these loans from the State Department of Health to then fund the actual vertical construction. That will probably be about one to two (1-2) years out that debt would potentially have to start being paid. The implementation of an actual fee increase would not occur during this Fiscal Year, but at the earliest, the schedule that we will review with the Council in the coming months would reflect something that would start in FY 2024.

Councilmember Chock: Thank you, Mike. That is much clearer in terms of timeframe. I appreciate that response. One of the reasons why I ask is because of the reallocation of the \$80,000 that we had put forward. I wanted to know where that funding was headed. I understand the need for reevaluation on this. Thank you.

Committee Chair Kaneshiro:

Councilmember Cowden.

Councilmember Cowden: Thank you for the answers to a lot of those questions. Thank you for asking really critical ones. I just have a simple question. About six (6) months ago, we were having a performance issue at Lydgate to the best of my knowledge. How is that going? Has it been repaired? Does it still need to be repaired? We were needing to be using the outflow pipe almost daily about six (6) months ago. How is Lydgate doing? How is our Lydgate Wastewater Plant doing?

Mr. Tanigawa: Okay, for the Wailua Wastewater Treatment Plant operation, I guess the drought kind of helped being able to go through the golf course with wastewater a lot more frequently. That has reduced the number of requirements per testing and whatnot like we have to do when we go to the ocean outfall. The treatment plant has been functioning. We continue...and Donn and Donald can provide more detail on this, but we continue with plans to improve and retrofit the facility and treatment plan operations. We also have programs and construction plans to improve the collection system, including the six (6) pump stations along the collection system through the Kapa'a corridor. To answer your question in short, Councilmember Cowden, the treatment plant has been functioning. We are working to tighten up some of our systems so that we can make sure that when we have to go to the ocean outfall, everybody is clear about protocols necessary to make sure that the proper checks are done to avoid the high bacteria counts that would cause us to go into another mode of operation, informing the public about high bacteria counts, posting signs, and all of that. The crew there is well-informed about the protocols and what needs to be done to prevent situations like that.

Councilmember Cowden: Thank you.

Committee Chair Kaneshiro: Are there any other questions for Wastewater? If not, we are coming up on a caption break. Are there any final questions for Wastewater? If not, we will take our caption break and then we have Solid Waste and Public Works-CIP after that. Councilmember DeCosta.

Councilmember DeCosta: I had one (1) more question. They can answer it after we come back from the break, but I wanted to give them time to research it. I believe on page 350, this might be for Donald, actually. Are you on page 350, Donald?

Mr. Fujimoto: Sorry, I do not have the same page numbers as you. If you can tell me what page on the Wastewater budget...

Councilmember DeCosta: I am just looking at...

Committee Chair Kaneshiro: It would be page 2.

Mr. Fujimoto: Okay.

Councilmember DeCosta: I see overtime for \$140,000. Standby pay for callout for \$275,000 and a standby electrician for \$50,000 for a total of \$465,000. When we come back from the break, maybe you can explain to us why the need for all the overtime. It almost seems more feasible to hire a full-time electrician and have them rotate a three-person schedule. Anyway, I am willing to take that after the break.

Committee Chair Kaneshiro: We will take our caption break and we will still be on Wastewater. We will take a 10-minute caption break.

There being no objections, the meeting recessed at 10:59 a.m.

The meeting reconvened at 11:10 a.m., and proceeded as follows:

Committee Chair Kaneshiro: Welcome back. Councilmember DeCosta. Did you want to repeat your question again?

Councilmember DeCosta: Thank you, Council Chair Kaneshiro. I do not mean to complicate anything. I am just trying to understand and being a new Councilmember, the numbers just jumped out at me. What I was asking was about those three (3) areas of overtime that are equivalent to approximately \$500,000 or \$465,000. I was wondering, would it be more financially feasible for us to create a third position and have them on a rotating shift, instead of having them stay home to have them paid all of this overtime? Is it only electricians or is it also including engineers that are getting the overtime? I do not want to touch upon a sensitive union subject, but because we do contract stuff out to Aqua Engineers, can we contract this callout work to an electrical company, or can we not? If they do not have the answer now, they can get it to me later.

Committee Chair Kaneshiro: Donald or Troy, are you on?

Councilmember DeCosta: Maybe they are still on break?

Committee Chair Kaneshiro: Mike Dahilig, are you on?

Mr. Fujimoto: Sorry, I just got back. Could you repeat the question?

Councilmember DeCosta: Donald, I appreciate all that you do and I do not mean to badger the overtime situation. I would like to learn. I notice that there are three (3) categories of overtime. Overtime for \$140,000, standby pay for callout at \$275,000, and standby electrician for \$50,000 for a total of \$465,000. I was asking if that is for our two (2) electricians? Is there an engineer included in this callout amount? Did we ever do a feasibility study if we were better off hiring another person to do a rotating shift so we had somebody that was working at the station instead of having to payout all of these callout amounts? The last question I added to that, Donald, did we ever think about contracting some of this work out like when we do for contracted work to Aqua Engineers, or is that a union issue?

Mr. Fujimoto: Okay, thank you. Basically, let me start by saying that the Wastewater operation is twenty-four (24) hours/seven (7) days a week operation. Our facilities are over forty (40) years old. We are scrambling trying to do our process improvement along with the catchup for our deferred maintenance projects. With that said, we have constant emergencies or fires that we have to put out. The overtime addresses that. When you look at overtime, it is relatively small compared to other operations of this same type. As far as standby, being a twenty-four (24) hours/seven (7) days a week operation, our people are dedicated employees, no doubt about it. At the same time, there is a lot of anxiety not knowing what is going to happen, when it is going happen, et cetera, and having people responsible and being on-call, helps with that anxiety level and helps addressing emergencies and spills. The consequences of not responding timely on any kind of callout is very expensive and at the same time it is not to the best interest of the island. Our mission is to protect the environment. With that said, I believe there are some issues with outsourcing maintenance, because that is the core responsibility of our employees. The overtime is \$140,000. The standby pay for callout is \$275,000 and that is for the operators as well as for mechanics. The electrician standby is \$50,000. Again, until just recently when we did have two (2) electricians, we could not do the callout for them. A lot of our problems are related to electrical. To have the electricians is essential to diagnose the problems of the facilities. I believe that these are fair numbers. Other agencies on different islands have multiple shifts. Right now, we only have one (1) shift that maintains a twenty-four (24) hours/seven (7) days a week cycle. It is essential that we have this standby, and overtime pay.

Councilmember DeCosta: I want to ask you another question, Donald. You are comparing us to different islands, and you said that other islands have multiple shifts, but we only have one (1) shift. Did we do a feasibility study to see if it is more cost-effective to do multiple shifts? Or is it more cost-effective to have this overtime allocated like you have here? How many employees does this overtime cover? I know it includes two (2) electricians, but what about those plant workers that you mentioned that are in the plant? How many employees is covered by this overtime?

Mr. Fujimoto: I can address part of the question and I will defer the second part to Donn. Regarding the first part about the cost analysis, yes, if you look at the first page under Regular Salaries, each shift we have five (5) employees. We have the Working Supervisor, an Operator IV and three (3) Assistants. The total for one (1) shift is \$289,000. Obviously, if we round \$289,000 to \$300,000 and round that into four (4) shifts, that is approximately \$1,200,000. Just to add a second shift would be another \$1,200,000. Let us say that even if we went to half of a shift, that is still \$600,000. Again, that would not cover a 24-hour cycle. That would only cover a 16-hour cycle. As far as who is covered under this overtime, Donn, can you clarify that?

Mr. Kakuda: Okay. The people covered under the overtime are all the plant workers, the supervisors, and their second in command. The operators can also be on standby pay, but they also have to have their grade 1 certification and the supervisor has to feel that they are capable of answering the standby. Overall, our Division has approximately thirty-seven (37) employees. I think that would cover around twenty (20) of them. I would have to add them up one-by-one. The total amount of employees it covers includes the mechanics, electricians, plant workers, line crew, et cetera. We do have overtime for the office as well.

Councilmember DeCosta: Thank you.

Committee Chair Kaneshiro: Are there any other questions for Wastewater? If not, we will move on to Solid Waste. Master Page 312. Councilmember Evslin.

Councilmember Evslin: I have some general questions. The Integrated Solid Waste Management Plan (ISWMP) references a timeline for next steps in the future for implementation. For FY 2023, it references two (2) studies. The first is a combined curbside recycling/new Materials Recovery Facility (MRF) siting and feasibility study. It also references for 2023 a siting study for a new landfill, yet, I do not see those studies in this budget. I could be missing it. If they are there, could you point me to it? If they are not there, why not?

Mr. Tanigawa: I will start off by saying that Allison has the knowledge that could respond in detail. Just to speak in general terms, we do have a CIP item that we are looking at using those funds to address questions about curbside and MRF feasibility, and landfill siting.

ALLISON FRALEY, Solid Waste Programs Coordinator (*via remote technology*): Yes, *aloha*, Councilmembers. Good morning. There is a line item in the CIP budget. I do not know if you want to discuss it now. It says Landfill Siting, I believe, but we are going to be changing it to Landfill Siting and Solid Waste Solutions. That is a \$600,000 line item and it is going to be used for a multi-purpose use. That is where we are going to pull the funds to study the MRF and curbside feasibility.

Councilmember Evslin: Okay.

Ms. Fraley: We will need to change the language. The language did not carry over.

Councilmember Evslin: The intent is to fulfill the needs of all these studies in one (1) study. As you said you will do curbside recycling, MRF siting, and landfill siting all in one (1) study?

Ms. Fraley: The intent is use those funds to do all this work whether or not we get a single consultant to do it or it is different consultants, I am not quite sure at this point.

Councilmember Evslin: Got it. The ISWMP mentions \$250,000 for what looks like a joint MRF and recycling study and \$500,000 for the landfill siting. I do not see it in the CIP, but you said \$600,000 is what you got budgeted for them?

Ms. Fraley: Correct.

Councilmember Evslin: Is that expected to be enough then if it ends up being multiple and different studies?

Ms. Fraley: Yes.

Councilmember Evslin: Okay, thank you.

Committee Chair Kaneshiro: Council Vice Chair Chock.

Councilmember Chock: The Solid Waste Management Audit had significant findings. I just wanted to get an update as to how we are moving forward from that Audit in addressing some of the emerging themes that came through that.

Mr. Tanigawa: There was an item that came from the Council to update on that subject that we have been working on. In short, the findings pretty much identified items that we had to address. One major item was a morale item. We met with the workforce and talked about the audit findings at each of the meetings. Each of the facilities had a separate meeting. We received some good feedback. That allowed us to get information that we can start working on the morale issue. We have been doing that. We also discussed the methodology that we can go back to having another survey after we have had some time to get things in place to see where we stand on morale issues and the different factors that were identified in the Audit that contributed to those morale issues. It was decided that we do want to do a follow-up survey as one of the things that we can self-check on how successful we are in correcting issues that are out there. A couple of other findings involved policy changes. We have not actually progressed to revealing these policy changes with the union because from my understanding, that type of policy change, part of the process is to go through union consultation. This Office is working on the language and how to address the different items that we brought up in the Audit as far as things that were lacking in the Standard Operating Procedures (SOPs). As a matter of practice, we put in-place standard procedures that involve for example flexible time policies. Flexible time was one of the findings in the Audit. Our practice for flexible time, one of the practical things that we did was, we discussed operations with the various division who wanted to do flexible time. We ensured that there were not going to be any operational problems and also monitored the activities once flexible time was approved. Typically, for the divisions who requested flexible time, it has worked out well. We have not come across operational issues. Unfortunately for the facility in place, flexible time does not apply to them, because our facilities have minimum manpower requirements and for example, the transfer station opens at 7:15 a.m. and they



close at 3:15 p.m. It is not possible to have flexible schedules for workers at the different facilities like the transfer stations. Flexible time applies to employees in our office and the employees have been able to bridge any time period that a person would be out of the office due to flexible time with either coverage with other employees or addressing things like a special circumstance where an employee is needed in the office, through planning schedules and making sure that employees are there at the office whether it is suspending the flexible time for that short period of time or addressing it some other way to make sure that we have the coverage that we need to get the task done.

Councilmember Chock: Thank you for the response. I know this is a follow-up to the Audit and the questions that had come up previously. I would only just ask that we would be able to get a more comprehensive look at the specific responses. I am glad that you have had follow-up meetings and some policy changes are in effect such as those for flexible time. If we could look at that from a perspective of action items that are being implemented specific to the feedback that were received in the Audit, I think it would go far. As you know, we have a lot to do in Solid Waste with a limited amount of time. We need to be proactive and have the whole team onboard. It takes time of course, and I know this is not going to happen overnight. Follow-up surveys are good if we have the right plan in place. I would like to see the plan from a holistic level. I would like to see that in order for us to move forward for what this Department needs.

Mr. Tanigawa: Thank you, Councilmember. I am working on a detailed written response to get you that information.

Councilmember Chock: Thank you.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: Thank you for all of the work that your team is doing. I know you are light on staff. I appreciate the presentation that you made to us maybe a month or two (2) ago. It helped me to realize that our landfill is on par with housing as a critical need for the County. The diversion is critical, because we do not have a new location sited yet and it will take some time. I have a few questions relative to that. What is the status on our Phase 2 expansion? I believe that somewhat vertical expansion...we have four (4) years left how we are, then we have four (4) years more if we do these expansions. Are we there yet to have those things improved? Where are we on the timeline of being able to continue expand?

Ms. Fraley: Right now, we are in the Cell 2 of Phase 2 filling it up. It is scheduled to be full...the last annual operating report was in January 2027. Then we are right now working on the vertical expansion contract with the consultants. In that we are scoping it out and have been working on it for a while. Some things have popped up like the possibility of doing landfill mining, which is going to be looked at while we do the Environmental Assessment (EA) for the vertical expansion. We are on our way to continue to receive the most life out of the current Phase 2 of the Kekaha Landfill and so if we did all of that work and we had nothing else, then the landfill would be full in 2030.

Councilmember Cowden: Okay.

Ms. Fraley: That is what we presented to you back in January. We referred to our presentation back in January. We are farther along with the scope of

work with the consultant who is working on the vertical expansion since that time. It is on the same track.

Councilmember Cowden: That was my first exposure to this new gray covering that can be sprayed on the layers instead of putting soil, so that would take up less space. What is that called again?

Ms. Fraley: Yes. That was called Posi-Shell. We did actually have a Council request for follow-up on that presentation. In the response to your request, I did make it clear that Posi-Shell is not actually an option for us as we thought it was. When we were first exploring it, the vendor of Posi-Shell did not know that we had tarps that we use for daily cover. What we had said at the Council Meeting was not true that we can get some extra life in savings from cover soil from Posi-Shell. We will not be pursuing Posi-Shell and I did make that clear in the response to you recently.

Councilmember Cowden: Sorry for missing that.

Ms. Fraley: It is okay.

Councilmember Cowden: Then the metals...the metals are a real big deal too. When I am reading...thank you for putting this nice writeup together. When I am reading about the operational costs due to shipping and labor, Puhi Metals is requesting an additional \$7,000 per month to continue automobile, scrap metal, eWaste, and white goods recycling.

Ms. Fraley: Correct.

Councilmember Cowden: It is going up to \$85,000 a month. I am thankful we have them.

Ms. Fraley: Oh.

Councilmember Cowden: They are huge, right?

Ms. Fraley: Yes.

Councilmember Cowden: \$7,000 per month seems significant. We will be paying \$85,000 per month. That is basically to be removing cars and things like that from the island. That is the cost of crushing it up and shipping it away?

Ms. Fraley: Cars is a big part of it. It is basically all of the appliances, scrap metal, which is banned or restricted from the landfill. Just to review what they do at Puhi Metals, they manage every vehicle, every piece of heavy machinery, and everything that comes on island. They have to drain all the fuels and crush and ship this material over to O'ahu where it is further processed. They also take care of all of the scrap metal which commercial scrap metal is restricted from the landfill. They are managing all of the commercial scrap metal, as well as we do have scrap metal recycling at all of the refuse transfer stations. We encourage the public, and they do recycle their scrap metal. We are diverting a whole bunch of scrap metal through that program, as well as all of the appliances, which also needs to be managed and drained of fluids and freon and everything like that. There is a lot of processing that is involved by this contractor. Also, under the same contract,

they also manage all of our electronic waste, which is very hazardous. That is also restricted at the commercial level. Businesses, schools, et cetera, can all bring their eWaste there, and regular residents too. Electronic equipment is always planned for obsolescence, so they do get a lot of material. That is what that contract does for the County. It keeps all of those metals and hazardous waste out of the landfill. The cost of management of this is going up and that is why the budget is going up.

Councilmember Cowden: Thank you for that description. Also, for the public or for anyone watching, we put quite a bit of investment in being able to remove these things from the island. When I am looking at this \$100,000 for the Recycling Grant-In-Aid, I appreciate the waste diversion proposals. When I look at how much we are approving in subdivision approvals and we are going to have a lot of big houses being built, are we putting active energy in terms of giving them an easy way to take their scrap from production to give them to other housing contracts like Habitat for Humanity or some of these lower-end projects? When I look at how many approvals are underway for these high-end houses, I am worried that the extra is going to end up in our landfill problematically.

Ms. Fraley: Luckily, there are restrictions as I mentioned earlier. Ordinance No. 902 went into effect about fifteen (15) years ago. It restricts cardboard, scrap metal, and green waste from being hauled to the landfill in any quantities above 10%. That is a safeguard to have any of those materials to enter the landfill. Any contractor would not be able to just throw away metal. However, there could be more work done, which could include requiring that everything gets separated and that everything gets...as far as buildings are concerned...everything gets diverted before it gets to the landfill. That is something that we can work on.

Councilmember Cowden: Okay. I think that would be an important...

Ms. Fraley: That is the construction and demolition (C&D) item that we talk about in our presentation in January.

Councilmember Cowden: Yes, but I do not see anything in the budget for working on it. We would still need to work on it in the future. This year, we do not have a diversion program funded to help.

Ms. Fraley: Correct. It is going to take some legwork at first. It would include staff time required to work with stakeholders and also investigate...the majority of this would be compostable materials like clean wood, pallets, drywall, and inerts. Things that can be managed through composting or on-site at a construction site, all of those things are things that we would be working with the industry to make sure that there are places to take this stuff. We would also work on legislation to require that it be done. You do not really need money yet to do all of that legwork and to work ahead of schedule to make sure that we have a sound program that is really going to work.

Councilmember Cowden: Okay. I am happy to work with you on that. My final question is how soon is this landfill smooth drum roller going to be here? That makes it easier on the workers, right? When they are driving around, they are not going to be bouncing around so hard on their equipment. When is that going to get here?

Ms. Fraley: There has been issues with the delivery of equipment. It is hard for me to say and that might be a question for the Auto Shop. We will

work as hard as we can to get it out to bid to get it contracted. As far as the delivery, that has been delayed for some pieces of equipment, because of the supply chain.

Councilmember Cowden:                      Okay, thank you.

Committee Chair Kaneshiro:              Councilmember DeCosta.

Councilmember DeCosta:              Thank you for all that you do. It seems like we go to you with all of our important questions. I have an important question, and this was written in the budget synopsis. I am hoping that Troy is listening too. It says that we have not had a permanent Division Chief for nine (9) months since January 2017. That is five (5) years. They mentioned your name, I think you are Allison Fraley, and Keola Aki having to do the administrative duties of this position. Have you been sitting in this position for the last five (5) years, off and on?

Ms. Fraley:                                      Off and on and formally, I did officially receive temporary assignment (TA) for a year and three (3) months, before Dustin Moises was hired.

Councilmember DeCosta:              We no longer have Dustin Moises with us, I believe.

Ms. Fraley:                                      Correct. He left at the end of January.

Councilmember DeCosta:              That is my main question that I will address with Troy. You said here that Solid Waste is going to attempt to hire a vacant Civil Engineer position for various levels. You are going to look into hiring a Principal Project Manager (PPM) to fill the need of this Division Chief position? This PPM position, Troy, is that the job responsibilities that Allison and Keola have been doing for the last few years?

Mr. Tanigawa:                              I will just clarify that a little bit. The PPM is a position that we are looking at to redescribe what is currently a Civil Engineer position. The Division Chief position is the Division Chief position, and we will recruit for that in a separate recruitment. Those are two (2) things in terms of personnel transactions, we are looking at doing in the very near future. It is obvious that we are going to make sure that we are staffed up to get what is required to meet the transfer station improvements, which are primarily construction-type bids that will need to go out. There is design that needs to take place. That has been ongoing, but we need a lot to get done so we can complete that phase. Once we have construction-ready plans and specifications, the procurement process and what follows as far as the contracting process and construction/construction management, are very involved tasks that we are going to need someone who is going to be able to spend a primary amount of their time performing. That is where the PPM comes in; to provide guidance and leadership over the Division overall, the ISWMP implementation, to ensure that our facilities as far as our transfer stations, landfill, refuse collection operations, et cetera, that those programs are supported and have good direction and things are getting done the way that they are supposed to, that is the work environment and tempo that our top position at Solid Waste, Environmental Manager there needs to make sure there is good communication and that those things get done. There will be a recruitment for that very shortly and I am pretty confident that we are going to be able to find candidates. We will go through the selection process and make sure that we select the best candidate.

Councilmember DeCosta:              Thank you, Troy.

Committee Chair Kaneshiro: Are there any other questions before we get into the details for Solid Waste? If not, we will start going through the pages. Solid Waste Disposal, page 312. Do we have any questions regarding Solid Waste Disposal? Councilmember Kualii'i.

Councilmember Kualii'i: I think this is what you might have been alluding to when you said that you were going to redescribe a Civil Engineer position. Is that the Solid Waste Disposal Position No. 827 that has been vacant for over three (3) years and has been sitting on continuous recruitment.

Mr. Tanigawa: Position No. 827, yes.

Councilmember Kualii'i: The only other question is based on what you would be redescribing it to do, the salary here \$51,024, is taking the low range of \$51,024 to \$75,588, that amount \$51,024 would be sufficient for wherever you are going to go with your redescribing for the new position?

Ms. Fraley: We were looking at a PPM position which is at a higher SR-rating, right, Troy?

Councilmember Kualii'i: You might have to work with HR to put in the correct dollar amount if it might be higher.

Ms. Fraley: Yes.

Councilmember Kualii'i: Thank you.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: On page 312, we have this item called Indirect Costs that is \$900,000. That is pretty much a flatline across the years. I do not see the detail on that. \$900,000, what is that for Indirect Costs?

Ms. Fraley: Those are for central services. Troy, could you explain that?

Mr. Tanigawa: That might be a Department of Finance question.

Mr. Shimonishi: Councilmember Cowden, the indirect cost is basically the services that the General Fund or staffing provides for administrative work such as payroll, County Attorney, administration, and so on. Every year Accounting does a study on the cost impacts to the General Fund and charges out the other funds accordingly. You will see this also in the Liquor Fund, Golf Fund, and so on.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions from the Members on Solid Waste Disposal? If not, we will move on. Solid Waste Collections. Are there any questions for Solid Waste Collections? I had a quick one. There is a purchase of an automated

refuse collection truck. Usually we lease them over five (5) years. For this one we decided to just purchase it. Was there a decision on leasing versus outright purchasing it?

Mr. Tanigawa: This outright purchase, we had discussions with the Budget Team about the need for trucks. From what I understand, this outright purchase was put in because they saw the need and the capability. Capability more with outright purchases because we can avoid finance charges on them. We have a fleet that is aging. With age, those automated trucks are highly mechanized. Breakdowns become more frequent, and repairs become more expensive or lengthy with more downtime. These trucks will fill a great need to ensure that our crews have the equipment they need and that they can rely on to get their collections done in a timely manner.

Mr. Dahilig: As an added color to it, what was explained to us during our internal budget hearings with the Department of Public Works, we would like to be on a normal rotation schedule for these trucks to be replaced and repaired. What we were concerned about is that the current status of the fleet already has so many trucks down that trying to create a rotational schedule on lease payments and when they come up would actually frontload the debt burden unevenly. So while we have the opportunity with the current cashflow scenario that we had going into the budget presentation that you folks saw, we thought it would make sense to at least try to hold in hand one of these trucks so as we try to move towards a more normal rotational schedule on when leases come up...these would come up for renewal or the need to replace a new truck that these things would be a lot more even rather than trying to take care of one of the shortages and the breakdown status of some of the fleet that they have right now.

Committee Chair Kaneshiro: Okay, thank you. Do we have any other questions for Solid Waste Collections? Councilmember Kualii, then Councilmember Cowden.

Councilmember Kualii: On page 322 or 244 in the budget, all of the positions, there are three (3) 9-month funded positions. Just going over the salaries at 9-months instead of the full year. The first two (2) came out at the low range. The third one, Position No. 959, Solid Waste Worker II, the budget is showing \$46,224. On the Vacancy Report it shows the salary if it was the full salary at \$63,876. I think that should be \$47,907. Just have HR or the Budget Team follow-up on that.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: My question is a simple one. On your vacancies, can you speak to the ability to keep our collection operators staffed? The drivers of the trucks. Is there one (1) person in the truck or two (2)?

Mr. Tanigawa: Each truck has one (1) operator. Right now, we have backup staffing, Solid Waste Worker IIs that support the operations. Filling vacancies has not been an issue in the past and we expect that to be the case going forward. We should be able to have qualified and reliable staff filling that position.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions from the Members? If not, we can move on to Solid Waste Recycling. Council Vice Chair Chock.

Councilmember Chock: Allison, I see some exciting projects under Grant-In-Aid, including the composting facility as well as the food waste and pig farms. Would you be able to expand on what the outcome is that we are trying to seek out in these Grant-In-Aid programs?

Ms. Fraley: What we want to do is go out for competitive grants. We have looked at the ISWMP and saw that there were areas that they recommended that we work on at this point. This would be looking at food waste, composting, animal feed studies, waste diversion and that area, more composting, and also just innovative waste diversion proposals...that is why we have kind of a lump sum amount. We are going to go out to bid and award the best proposals. We want to foster starting off these programs and hopefully they will be self-sustaining or programs that we could rely on in the future just like how we fund all of our diversion programs that are funded. This would be the beginning of those long-term programs.

Councilmember Chock: Helping them establish the program that we might be able to make sure will be there in the future?

Ms. Fraley: Yes.

Councilmember Chock: Thank you.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: This is for Allison. In Other Services there is \$920,000 in Commercial Recycling.

Ms. Fraley: Yes.

Councilmember Cowden: Can you give me a little more detail on what that is?

Ms. Fraley: Garden Isle Disposal is the only processor on-island. They take everything that comes to the island. We have a separate contract for our drop bin programs that involves the eight (8) different locations for our drop bins. The commercial program is to fund all the HI-5 processing. HI-5 includes a lot of material like a lot of glass. I do not have the numbers at the top of my head. Garden Isle Disposal under our contract, accepts it from the certified redemption centers like Reynolds, Kaua'i Community Recycling Services (KCRS), and the different redemption locations, they bring all their bottles to Garden Isle Disposal, and they do the processing of those. We help to subsidize that, because it is very expensive. In order to maintain our ban of commercially generated cardboard, this is a place where all haulers or self-haulers like businesses that do not want to contract for home services, but want to haul themselves can take their material to Garden Isle Disposal free of charge to have that cardboard processed. Those are the main two (2) functions of that. It is to subsidize the HI-5 redemption program and also cardboard recycling, which we are getting massive tonnage on those programs, a lot more than the residential drop program.

Councilmember Cowden: Thank you for that information. The other area that I have is...I am trying to understand what happens to the product and what area is it funded. When we have things like car batteries, any batteries, or electric vehicle batteries...I

know Kaua'i Community College (KCC) does a very good battery recycling program. I was impressed by that. What do we do with the lithium batteries?

Ms. Fraley: We do have a program at the Kaua'i Resource Center where we accept household batteries. That includes the lithium, nicad, and alkaline batteries. We are separated so a resident can bring those in five (5) days a week and drop those off. We have signage at the Kaua'i Resource Center right in front of the Līhu'e Transfer Station. We have signage and separate bins for those. We also sponsor a household hazardous waste event, and we just had our event this last weekend. I do not know if anyone had the opportunity to go. I went and audited the Kapa'a event. It was very busy. People were bringing their batteries. When I was talking to them and let them know they could do it six (6) days a week. As far car batteries, we do not accept those at the transfer stations or anywhere else. Those are batteries that have value and those can be taken back to auto shops or other retailers that sell those. They will accept those and actually pay for them. Those big automobile batteries, we do not really manage. It is an advanced disposal fee basically, so they are managed by the private sector.

Councilmember Cowden: An electric vehicle set of batteries, does Puhi Metals deal with that? Who deals with those batteries? Those are big ones.

Ms. Fraley: Yes. I assume so. I do not know a lot about that. I know that Puhi Metals does take all these cars at end of life. That is part of their job, to manage the batteries at that location.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Councilmember Carvalho.

Councilmember Carvalho: The New AV Residential Vehicle Pick-Up Program for \$120,000, could you briefly explain that?

Ms. Fraley: Yes, we are in the process of developing it. This FY 2022, is the first year that it was funded. It is a program for low-income residents who have vehicles that they have on their properties. They are accepted for free at Puhi Metals, but they have to get them there. This program would pay to haul the vehicles or partial vehicles sitting on their lawns and properties to Puhi Metals to get recycled. We are working on it and we put it in for next year since we assume that it is an ongoing need.

Councilmember Carvalho: So, this is for next year?

Ms. Fraley: Yes.

Councilmember Carvalho: Okay, thank you.

Committee Chair Kaneshiro: Are there further questions from the Members? If not, we are going to move to CIP. Let us take a quick 5-minute recess before we move on to the CIP so we can get our papers in line to go through it.

There being no objections, the meeting recessed at 12:00 p.m.

The meeting reconvened at 12:07 p.m., and proceeded as follows:



Committee Chair Kaneshiro: Okay, welcome back. Last up we have our CIP for the Department of Public Works. I am not sure who is going to be taking us through these. Wade? Troy? Whoever?

Mr. Tanigawa: Council Chair, could you ask the question again?

Committee Chair Kaneshiro: Who is going to be taking us through the CIP projects for the Department of Public Works?

Mr. Tanigawa: I do not have Wade online right now, so I will just go through the CIP with you.

Committee Chair Kaneshiro: We have the projects broken down by division of the Department of Public Works. I am not sure if you have that sheet.

Mr. Tanigawa: I have the CIP Bill.

Committee Chair Kaneshiro: We will probably end with the CIP Bill.

Mr. Tanigawa: I have a report that Wade provided. It is titled "CIP Master List".

Committee Chair Kaneshiro: Do you have another one that has each individual division broken out? It will start with CIP-Automotive.

Mr. Tanigawa: I do not have it separated by division. It is broken out by project.

Committee Chair Kaneshiro: If you need, maybe if we can take a quick recess so we are looking at the same thing. The plan is to go through the CIP sheets individually by division. Automotive, Engineering, Roads, et cetera. The new projects are not added to this sheet, so we will go through the Capital Budget Ordinance and you are going to have to guide us through those projects. None of the new projects are on this list.

Mr. Dahilig: Council Chair Kaneshiro, just to add some comments to what you are pointing out...we just realized that the sheets that were sent over by Wade were only reflective of the status of currently appropriated projects that still have balances after appropriation. We have not been in a scenario where we had such a flood of new CIP projects that have been proposed. They would not have been merged with the list that Wade transmitted. I am currently working with Keith Perry at this time to try to pull all of the project information sheets for all of the new projects. Anything in the CIP Bill that says "NEW" will be transmitted to you folks. We have all the material, but it just has to be bundled and sent over. My apologies on having that gap in written material being absent from the overall submittal for anything new that is CIP-related. The information that you do have from Wade are projects that has prior appropriations.

Committee Chair Kaneshiro: If that is the case, let us try to get Troy the appropriate sheets based on the departments. We will go through that and hold off on any new projects until tomorrow. Once we receive those sheets, we will start the day with those new projects that are related to the Department of Public Works, then we can go through the rest.

Mr. Dahilig: Okay, thank you, Council Chair.

Committee Chair Kaneshiro: Troy, I am not sure if you have the sheets by division.

Mr. Tanigawa: What I have is what Wade sent over, I think.

Committee Chair Kaneshiro: We will take a quick recess and try to get you the sheets that we have. We will take a 5-minute recess.

There being no objections, the meeting recessed at 12:12 p.m.

The meeting reconvened at 12:18 p.m., and proceeded as follows:

Committee Chair Kaneshiro: Welcome back. Troy, I believe you have the same sheet that we have with the CIP list broken out by division.

Mr. Tanigawa: Okay.

Committee Chair Kaneshiro: It starts with CIP-Automotive.

Mr. Tanigawa: Okay. I see Planning Department, but that is the only sheet on that portable document format (PDF). It says CIP-Planning Department.

Councilmember Chock: That is the other sheet. The Master List.

Committee Chair Kaneshiro: The top of the sheet just says "Planning"? Let us take another recess to get you all the sheets that you need.

There being no objections, the meeting recessed at 12:20 p.m.

The meeting reconvened at 12:22 p.m., and proceeded as follows:

Committee Chair Kaneshiro: Welcome back. We are coming to our lunch break, so we will take our 1-hour lunch break now and we will be on our final items which are related to the CIP. We will take our 1-hour lunch break.

There being no objections, the meeting recessed at 12:23 p.m.

The meeting reconvened at 1:30 p.m., and proceeded as follows:

*(Councilmember Evslin was noted as excused.)*

Committee Chair Kaneshiro: Welcome back. Our last budget item is the CIP budget for Public Works. Troy, we are going to go page-by-page. The Councilmembers know that these pages are only existing projects and does not include the new projects. If we have any questions we will stop on the page and ask for a little more on the line items. I believe we have the same papers in front of us. The first page is the CIP – Automotive. Do we have any questions from the Councilmembers on CIP – Automotive? I know it was confirmed earlier in the meeting that they did complete the mezzanine for their shop.

Mr. Tanigawa: Correct.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: I am looking at the Fuel Management System and Fuel Tanks Hanapēpē Baseyard. Is the work deferred?

Mr. Tanigawa: That is correct.

Councilmember Cowden: Okay.

Committee Chair Kaneshiro: Are there any other questions for CIP – Automotive? If not, we will move on to CIP – Engineering, Roads on page 1. Are there any questions on the first page? If not, we can move on to page 2.

Councilmember DeCosta: I want to go back to the last item on page 1.

Committee Chair Kaneshiro: Okay.

Councilmember DeCosta: Troy?

Mr. Tanigawa: Yes.

Councilmember DeCosta: The last item on page 1, Islandwide Road Safety Program, is that a fund we use when we have roads-in-limbo where we have to do some kind of paving or tree/root removal that is lifting up the asphalt? Is that where the money would come from? Can you explain to me what the Islandwide Road Safety Program is?

Mr. Tanigawa: I am not exactly familiar with what that has been used for. I just recently spoke to Michael Moule and he may have more information on it. He should be on the line now.

MICHAEL MOULE, Chief of Engineering *(via remote technology)*:

Good afternoon, Members of the Council, Michael

Moule, Engineering Division Chief. I do not have more information about that project. That is not one that has been active in recent years, or in the last year or so. My understanding is it can be used for safety improvements, generally, such as guardrails and that sort of thing. There have been discussions about bringing on an on-call guardrail contractor, but that has not happened at this time.

Councilmember DeCosta: The safety jumped out to me. Troy, we looked at the road-in-limbo by the Mark's property and the road was undermined by the river. I was wondering if this Islandwide Road Safety Program would address a situation like that.

Committee Chair Kaneshiro: You are on mute, Troy.

Mr. Tanigawa: Thank you. For a potential project on a road that is designated as a road-in-limbo, we would be able to respond to a particular emergency without assuming or setting precedent to assume responsibility for the road. If there is not an emergency condition, we probably would want to determine what exactly the County's or department's direction should be on assuming maintenance on a particular road before we take action to complete that task. For a road like that, the undermining, if it is something that would result in property damage or have some kind of safety concern under emergency conditions, we would be likely to schedule that and get it done.

Councilmember DeCosta: Okay. Thank you, Troy.

Committee Chair Kaneshiro: Are there any other questions on that page? If not, we will move back to page 2. Are there any questions on page 2? Councilmember Cowden.

Councilmember Cowden: The Kīlauea/Kolo Road Improvements, is that project working with the federal money to put the sidewalk in?

Mr. Moule: Yes, that is correct.

Councilmember Cowden: When is that work going to begin? It says, "October 2022," what is "FFY" stand for?

Mr. Moule: "FFY" stands for Federal Fiscal Year 2023, which runs from October 2022 to September 2023. That means that the funds will be obligated for construction sometime during that timeframe, which means that the actual construction would start six (6) to eight (8) months after the funds are obligated. I would probably estimate that the funds would be obligated probably in first quarter 2023, March 2023 and construction early 2024.

Councilmember Cowden: Okay. Namehana Parkway goes from Kīlauea Road to Kūhiō Highway, is that still not anywhere on the CIP?

Mr. Moule: It is not on the CIP or the STIP at this time.

Councilmember Cowden: Okay. Opaeka'a Bridge Replacement, that one is finished. There are two (2) items on Puhi Road Phase II, which looks like it has significant State funding.

Mr. Moule: Federal funding.

Councilmember Cowden: Yes, Federal Fiscal Year. When we have that, we have a lot of concerns that keep cropping up about the parking on the edge of that road. Will that be able to address the problem of parking semi-trailers on the road there, and if so, when is this construction going to begin?

Mr. Moule: Let me answer the last question first as far as when the construction is anticipated to begin. This project is mostly done with design. We have the one hundred percent (100%) plans, we are reviewing those, and we will be looking to get final—it should be finished, but it really is not—we have to get final confirmation from the State and send them another set of plans for the actual funding obligation from the State and Federal government for the federal funds. It is almost ready and it was actually pushed out a ways because of there was not enough federal funds to fund it in recent years. But with the Infrastructure Investment and Jobs Act that Congress passed last Fall, all of the counties were allocated additional funding from the STIP and we were able to move that project up from where it was showing in 2025 or 2026, to this current federal fiscal year. We anticipate having federal funds obligated for this by August or September of this year, and construction to start late Spring or early Summer of next year. As far as how that would affect the ongoing problems with parking of semi-trucks and things on Puhi Road near Haleukana Street intersection next to Villas at Puali, the project would reconfigure that area that would probably make it more difficult for that area to be used in that way. But I think there would likely still need to be legislation from the Council via an ordinance or a resolution to restrict the parking activity in a way that is not restricted now, because there still would be parking allowed on that road in some places. It may be not quite as much as now, but there would still be parking allowed, so that would need to be done independent of this project. It could be done before this project or after.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions on page 2? If not, we will move on the page 3. Council Vice Chair Chock.

Councilmember Chock: Michael, I am looking at the CFD funds, particularly Maluhia Road to Lāwa'i Road and Waikomo Stream area. I know there are some sidewalks that were slated to be put in there on both sides. Does that take the drainage issues into consideration that we are experiencing from floods in that area?

Mr. Moule: Which project are you referring to?

Councilmember Chock: I am looking at CFD – Ho'onani Road / Sidewalk Pedestrian Lane.

Mr. Moule: Got it. That project is...the project developed barely started at this point. We would address drainage as part of any of our projects. Coincidentally, I was in conversation with the woman who is running Kiahuna Plantation and talking about the drainage issues on Ho'onani Road at the end by the comfort station past the Sheraton Kaua'i Resort and talking about working on that independent of the sidewalk project. Yes, as we do any of these projects, we would need to consider drainage and make sure that what we are doing does not make drainage any worse and hopefully and typically, we would improve drainage by adding drainage facilities as much as feasible. We do find that a lot of project—and I again, I cannot speak specifically—we find that in a lot of projects, there is not a lot of draining infrastructure to tie into, which makes it difficult for drainage, but we do the best we can given what we have and the funding available for any given project. We would do the same thing on this project.

Councilmember Chock: Thank you.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: I see the Hanapēpē Bridge Reconstruction and the Hanapēpē Road Resurfacing. It looks like we have another good generous input from Federal Highways, so thank you again, for that. Is this also going to be happening in early 2023?

Mr. Moule: Just as of last week, we had a meeting with Department of Transportation (DOT) staff and Federal Highways staff. The sheet that you are looking at now, shows the Hanapēpē Bridge project being in Federal Fiscal Year 2022. We determined that is likely to push to Federal Fiscal Year 2023, so both projects are going to be started in the same year, although the bridge project would likely be obligated and then constructed earlier than the road project. These two (2) projects are federally-funded and would make improvements to both the bridge. Mainly for the bridge, it is scour concrete and general repairs and a little bit of striping, as well by putting in a structural deck as well as replacing the long delapidated pedestrian walkway that is on the *makai* side of the bridge. Was there another question that you had that I missed?

Councilmember Cowden: It was just the timing. It sounds like 2023 and the road would happen after.

Mr. Moule: Yes. My best estimate right now would be the bridge going to construction probably fourth quarter 2022 or a little later, potentially early 2023, with construction starting late 2023. The Hanapēpē Road Resurfacing project construction could start early to mid-2024 based on our current schedules and funding situation.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Councilmember Carvalho.

Councilmember Carvalho: Michael, I wanted to follow-up on the Kapahi Bridge Replacement. I know that has been on for a while.

Mr. Moule: I think what is here, you see the Kapahi Bridge Replacement, we did fully replace the bridge a few years ago. Things were mix-matched in the name and the description here. The work that we have planned right now is to do some scour repair. With the flood that we had come through, it did not damage the bridge itself, it just eroded away some of the dirt and things around the abutments. This project is that as opposed to replacing the structure. I think what happened was the replacement structure was already on the CIP and then funds were added to the existing project even though the actual replacement is done.

Councilmember Carvalho: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions on page 3? If not, we will move on to page 4. Councilmember Cowden.

Councilmember Cowden: When I am looking at the CFD – Po'ipū Beach Pedestrian/Bicycle Access Project, how is that related to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant that we are applying for? Is this the same area or is this adjacent?

Mr. Moule: The two (2) projects listed here, the second one CFD – Po'ipū Road Multimodal Improvements, is the project that we are applying for the RAISE grant that we talked about last week at the bi-weekly Council Meeting. That is one of the CIP items that we talked about using for the match. The other project here, the CFD – Po'ipū Beach Pedestrian/Bicycle Access Project is a project to improve the pedestrian accessibility to Po'ipū Beach Park itself, which as I understand it, is still for the purpose I thought it was when we first put this on the CIP, for connecting Po'ipū Road to the beach park along Ho'owili Road, and then improvements for pedestrians on Ho'one along the beach park and connecting over past Brennecke's Beach towards Pe'e Road towards the Grand Hyatt Kaua'i Resort & Spa. It is not on Po'ipū Road. These funds are for the nearby streets to connect with beach parking and beyond.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Are there any further questions on page 4? If not, we will move on to page 5. Are there any final questions for Engineering, Roads on page 5? Councilmember Cowden.

Councilmember Cowden: Olohena Road Improvements. It says it is delayed pending the Federal Highway approval of Section 106. How long do you expect that to be delayed for?

Mr. Moule: Honestly, the last time I saw this list, I would have hoped that we had these funds obligated by now, but unfortunately, we do not. That was just a couple of months ago, but we are still waiting largely on the environmental review,

Section 106 is the primary one. I do not have a good estimate. We were literally in contact with them last week trying to get help on getting that Section 106 closed-out. It is intended for this Federal Fiscal Year and we are required to have everything ready by May 31<sup>st</sup>. We had a meeting with all the players last week, and I told everyone there that we need help getting this though, and because of that, we should get it done quickly I would hope. We should be able to get those funds obligated, I would say by June/July at the latest, which means construction could start early next year or even late this year if we can move it through faster. This is a little bit of a tough one because when we have these problems with Section 106 with State Historic Preservation Division (SHPD), sometimes they take a lot longer than we want. When this got pushed back initially last summer, we anticipated obligation of funds in December—that is what State DOT told us, and obviously, it is well past December. We are kind of struggling on this, but we do have everyone's attention and we are looking to move forward as quickly as we can.

Councilmember Cowden:                      Okay, thank you.

Committee Chair Kaneshiro:              Are there any other final questions? I have one, Michael. In looking at the list, we all know Maluhia Road and Kōloa Road were in horrible shape and we got General Excise Tax money, so we fixed those. I know Olohena Road was the next big project that we needed done. Are there any other future roads after these that we are looking at? It might not necessarily be in this budget, but that is coming down the line that is a major road.

Mr. Moule:                                      Other roads that we have on the STIP, not all of which have CIP money matches yet, we have sections of Kawaihau Road, Kekaha Road and Akialoa Road in Kekaha, and Hanapēpē Road is on this list. Haleko Road was recently paved, but there is no project on the STIP. It is several years out, but put on the STIP to try to improve the intersection of Haleko Road and Pua Loke Street with respect to the fact that there is all of the new housing that is there, and provide pedestrian access from there to Rice Street, which is a short distance, but it is a difficult walk now. Off the top of my head, I think that is—are there any other that I am missing? There is a least one (1) more that I am not thinking of at the moment, but those are what we talked about. Those are the main ones at this time. I can pull up the list and be sure.

Committee Chair Kaneshiro:              Those are good. I think most of our claims came off of Maluhia Road, Kōloa Road, and Olohena Road, which I am glad we have taken of or we are going to be taking care of. Are there any final questions? We are going to move on to CIP – Solid Waste. Thank you, Michael. Do we have any questions on the CIP for Solid Waste? Troy, is the Best Management Practices (BMPs) Refuse Transfer Stations related to the National Pollution Discharge Elimination System (NPDES) notices that we received in the past?

Mr. Tanigawa:                                  Yes. This is in response to what we got back from the Department of Health (DOH), so we are gearing up to do the repairs at the stations to better enable stormwater pollution prevention and compliance with the NPDES permits.



Committee Chair Kaneshiro: We will have enough money and we will be doing enough projects that DOH is satisfied with what we are doing and moving forward, or are they still looking to put a lot of pressure on us and there are other things that we need to do to satisfy those NPDES?

Mr. Tanigawa: We are looking at this project being the project that will put in place roofs over areas that we receive waste. It will better divert stormwater runoff, so we do not have to deal with additional water than we already have falling on the site. Then, it will improve our collections so that we minimize double handling of items. In the end, DOH regulations are still in place, they are still going to expect us to comply with stormwater sampling requirements if the permits require it. If there are any items that they find in our stormwater samples when we do actually have a candidate-event to sample and send in the information, it goes in a form of a discharge monitoring report. We will have additional discussions on it, but what we have here is a project that will significantly improve the operation over that is existing now.

Committee Chair Kaneshiro: Councilmember Cowden.

Councilmember Cowden: I have a follow-up on that. You are saying "stormwater," but that would be inclusive of the leachate that gets squeezed out, right? It would be somehow collecting the leachate, so it does not get into the waterway.

Mr. Tanigawa: Yes. Part of the improvement is to have the facility constructed so that we separate leachate for areas that come into contact with leachate and potentially have stormwater falling on items in those areas. Whatever stormwater is generated that touches leachate will be contained and put in a tank where it will be collected or pumped out and sent to a wastewater treatment plant.

Councilmember Cowden: Okay. you might have already fixed it and I did not notice. Did the fence around the Kapa'a Transfer Station get fixed yet? It has been broken for several years.

Mr. Tanigawa: We have a fence that did get dilapidated and damaged from past operations and weathering. The fence around the old landfill will likely still have to be addressed, but as far as existing operations fencing, the transfer station gate, and the other fencing, I believe that there were some improvements to help restrict access along Kahi Road, which is a driveway that leads up to Kapa'a Transfer Station from Apopo Road. There are private driveways that lead into the area that are presenting challenges that provide homeless and other people access to the site afterhours. That is a continuing challenge that we have to deal with to help restrict access and try to prevent trespassing on the site afterhours.

Councilmember Cowden: Yes, because it seems like even if we make a tighter, closer fence or something, because as long as I have been in office, there has been a sense that equipment gets damaged in there and the battery gets taken. I have not gone and looked recently, but where the fence was open, it seems like there is a lot of activity at night

and the equipment gets damaged. It seems like we would be wise—when you look at the cost of the equipment, and even just the cleanliness of the bathrooms and things like that for our workers. I know that we did lock it after a time, but then people were just going to the bathroom around the bathroom, so they still had to deal with that. I just want to put it out there again because let us fix the fence, whatever way we can, let us do it.

Mr. Tanigawa: That is a very good point. I know in the past; we have had bandages around the transfer station. The fence gets fix and people cut the fence again. We are hoping that with the transfer station improvements that we will have better facilities to lock things away, and with the type of operation we are going to, where it will be top load versus people doing their mixed waste in a refuse chute. The mechanical compactor will be replaced with something a little bit more modern. We are hoping that it will reduce incentive people for to go in afterhours.

Councilmember Cowden: Thank you.

Committee Chair Kaneshiro: Council Vice Chair Chock.

Councilmember Chock: This message is for Michael or Allison relating to the Waste-To-Energy project. Now that the consultant has been secured and we are a couple months into it, I had asked for an understanding of the structure of what it is we would be looking for and applying to within this study. I was for procurement purposes; I need to stay out of that process. I am curious and I would like to see if we can get some understanding of what it is we are studying. I know that there was some, not only just waste-to-energy data that we were looking for in this feasibility study, but also some of the diversion efforts. Perhaps we would be able to see how the consultant is structuring it. We have studied this before, so I want to be sure that we are moving in a different direction than what we have in the past.

Ms. Fraley: What we are doing is we are working with the consultant to see what happens when we...let me backtrack. What happens is we get approached by all of these different technology manufactures, and they are telling us that they can provide a waste-to-energy solution. It happens all the time, so it has happened since the last study. This is our attempt to make sure that we are looking at everything. we are working it HDR, Inc., a consulting firm who has a lot of experience in this, to get all of the information that we have about our waste stream, what we control, what we do not control, and everything that is it in. Then, send a letter out to all of the different technology people that have been approaching us to let them know that if they are interested in providing some kind of waste-to-energy solution, no necessarily mass burn, but any kind of waste-to-energy solution, give us this basic information about your product. That is where we are at now, we have a list of a bunch of different potential vendors of products that our consultant is going to be reaching out to with the information on our waste stream to see if there is some kind of fit.

Councilmember Chock: Okay. Allison, when I read this description on the status, it talks about sorting technologies.

Ms. Fraley: Yes.

Councilmember Chock: Does that mean we are also looking at feasibility of the MRF as well?

Ms. Fraley: This information could be used for a "clean" MRF, but this is a "dirty" MRF technology for sorting facility, which means that whatever is coming in...it could also be used for shipping waste to O'ahu or the mainland if we are in that situation where we do not have any waste solutions, because we are really like we said in our meeting back in January, we are really recognizing that we are in a crisis here. This part of the scope of work could actually benefit us in multiple different ways where they are just looking at the sorting technologies, like a MRF or a "dirty" MRF that would be able to bring in the waste stream, package whatever they want to sort out of it, and then move that product to a useful life.

Councilmember Chock: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions regarding CIP – Solid Waste? If not, we will move on to the final Division, Wastewater. Are there any questions regarding wastewater? Councilmember Cowden.

Councilmember Cowden: With the Līhu'e Wastewater Treatment Plant, the first item, I do not see that in our appropriation column. Are we going to do it or are we waiting? It says "redundancy," but we want that though. I do not see it over there on the right. Is there a reason that it is not in the column?

Mr. Tanigawa: Councilmember Cowden, Donald Fujimoto is on the call, and I believe he should have information to address that question.

Mr. Fujimoto: I am not sure where Don is, but I think this is a project that we are just completing now.

Councilmember Cowden: Oh, okay. Is it almost done?

Mr. Fujimoto: Yes, it is almost done.

Councilmember Cowden: Okay, alright. It seems like an important improvement. The manhole upgrades, do they just get worn-out after a while?

Mr. Fujimoto: Yes. The manholes are pretty old and the gas from the wastewater erodes the concrete, so we need to reline and rehabilitate these manholes with a special lining.

Councilmember Cowden: Okay, thank you.

Committee Chair Kaneshiro: Are there any other questions? Is the Wastewater Billing System Upgrades done already or is that something that is going to take time to do?

Mr. Fujimoto: I was looking at the status, again, there are two (2) parts to this Līhu'e Wastewater Treatment Plant Improvements. The first part, which was the secondary clarifiers, those are just about being completed. I believe that we are going to be requesting a design for the second phase of Līhu'e.

Mr. Kakuda: Donald, do you want me answer for the billing system?

Mr. Fujimoto: Yes, please.

Mr. Kakuda: Council Chair Kaneshiro, for the billing system, I was working with Michael Contrades. With the current online system, they are testing out automatic bill pay with credit cards and electronic checks. They are going to be testing it out next month, so we are hoping that it will go live in a few months. For that reason, I think they moved the money out of that one. We are hoping to get something in two (2) to three (3) months.

Committee Chair Kaneshiro: Perfect. Thank you, Donn. Are there any other questions from the Members? If not, thank you, Troy and all of your staff. At this time, I would like to recess the Departmental Budget Reviews. We will reconvene at 9:00 a.m. tomorrow, March 29, 2022. We will continue with the Department of Public Works new CIP budget items as well as CIP budget for all other departments.

There being no objections, the Committee recessed at 2:06 p.m.